



NAVY NEWS

SEPTEMBER 2014

LET THE CATS OUT

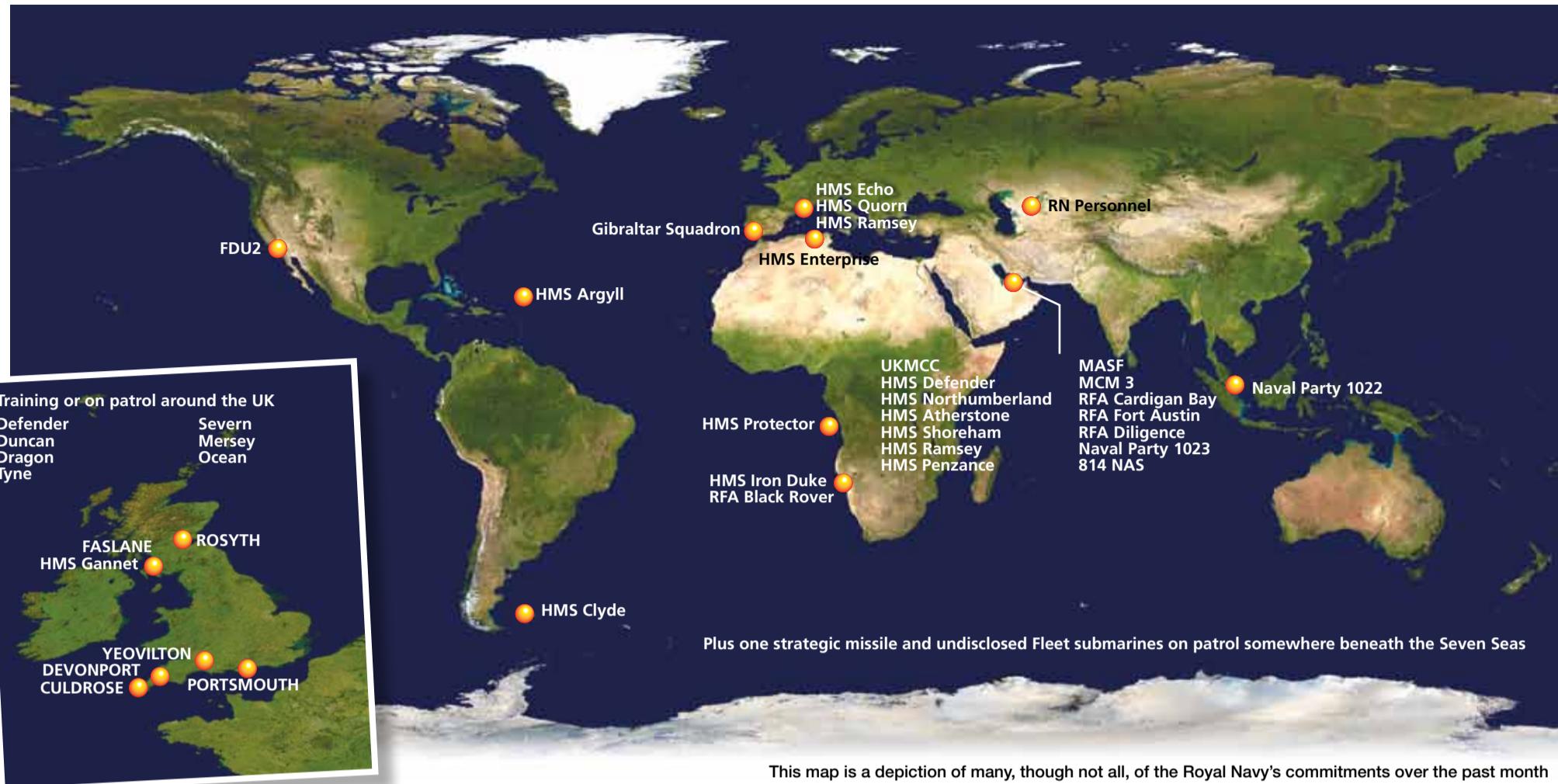


● Six Wildcats of 700W Naval Air Squadron take to the skies of Lyme Bay for a farewell formation flight. The Yeovilton squadron disbanded after five years learning to fly and maintain the new helicopter – only to re-form two days later as 825 NAS to bring Wildcat into front-line service. See page 3.

Picture: Lee Howard/leehowardphotography.co.uk



GREAT RESPECT: MARKING THE START OF WORLD WAR I



This map is a depiction of many, though not all, of the Royal Navy's commitments over the past month



FLEET FOCUS

Protecting our nation's interests

NAVY News look to the skies for much of the Royal Navy's work this month, starting with the Wildcat and the decommissioning of 700W and the standing up of the aircraft's operational squadron **825 NAS** (see front page and page 3).

The Lynx replacements were also in action on Dartmoor as Royal Marines and the **Commando Helicopter Force** practised the art of picking up troops from the battlefield (see page 3).

All of the Royal Navy's helicopter crews will have memories of training to fly the aircraft at **705 NAS** and this year the RAF Shawbury-based squadron marks its 75th anniversary (see pages 14 & 15).

Continuing with helicopters and the Baggers from **854 NAS** are loaded into an RAF transporter for the flight home from Camp Bastion, ending the Royal Navy's 13-year Afghanistan mission (see page 4).

Baggers from **857 NAS** spent two weeks getting their sea legs back with a two-week exercise based on **RFA Argus** (see page 4).

Rotary aircraft were joined by fixed wing as more than 52,000 spectators flocked to air days at **RNAS Culdrose** and **Yeovilton** (see page 8). A Vulcan bomber was joined by a Swiss airforce F-18 Hornet and Jordanian Falcons at Yeovilton. The Vulcan also put in an appearance at Culdrose, where the show ended in amazing fashion as a Sea Fury made an emergency landing, with the pilot being praised for his actions, (see right).

Although the Fleet Air Arm were much to the fore last month, there was also plenty going on at sea.

HMS Enterprise hit the headlines as she evacuated Britons from Libya. The survey ship made two trips to Tripoli, taking more than 200 British citizens to the safety of Malta (see page 6).

The UK's on-call helicopter carrier **HMS Ocean** successfully completed four weeks of intensive sea trials and is now preparing to take part in the Cougar deployment later this month (see page 5).

Also busy training were three of the Type 45 destroyers, **Dragon**, **Dauntless** and **Duncan**, which met during OST ahead of their deployments (see page 5).

Royal Navy sailors and divers joined more than 25,000 military personnel for the Rim of the Pacific war games – the biggest naval exercise of the year (see page 7).

HMS Argyll continued her Caribbean deployment with visits to Montserrat, Anguilla and Martinique (see centre pages).

While out in Africa, the crew of **HMS Iron Duke** enjoyed a walk on the wild side during a stopover in Ghana (see page 10).

Back in the UK, friends and family of Britain's youngest frigate celebrated the rebirth of **HMS St Albans** after a £25m revamp (see page 4).

On a sombre note, Royal Navy bases and ships around the world joined in the international tribute to mark the start of WW1, paying respects at war memorials and taking part in the 'Lights Out' initiative (see pages 16-17).

The Senior Service's role in the Great War is also highlighted in the new WW1 galleries at the **Imperial War Museum**, which reopened following an extensive revamp (see page 23).

MOD police also get in on the act this month as the first firearms course was held at HMS Nelson (see page 18).

Finally, the Royal Navy paid tribute to its athletes who competed at the **Commonwealth Games** in Glasgow, with Mne Chris Sherrington and Lt Cdr Mark Shaw winning gold and bronze medals respectively (see page 39). Current and former Naval personnel are this month seeking medal glory at the Invictus Games in London (see back page).



'A pretty amazing piece of flying'

TRAILING smoke through an otherwise cloudless Cornish sky, this is the moment Lt Cdr Chris 'Goaty' Götke realises his vintage naval fighter is crippled.

Seconds later the Sea Fury was skidding across the grass at Culdrose as Chris brought the 60-year-old aircraft safely down – with the added drama of an undercarriage collapse – all played out in front of 22,000 people attending the air base's annual air day.

The pilot's split-second decision-making and actions over Helston earned immediate praise from the world's – and Royal Navy's – greatest pilot, Capt Eric 'Winkle' Brown.

A mainstay both at public shows and RN events, such as HMS Illustrious' final entry to Portsmouth, this summer, the Sea Fury was mid-display in the later stages of Culdrose Air Day when it suffered engine trouble.

So quickly did things happen that the aircraft touched down with the landing gear unable to lock in place in time, causing it to collapse – first throwing up a shower of sparks on the tarmac, then grass and earth as it skidded along the adjacent turf before coming to a halt.

The landing drew sighs of relief from the 22,000-strong crowd, then applause as Chris clambered safely out of the cockpit.

The dramatic landing was captured by hundreds of people on their cameras – prompting national media coverage.

It also caught the eye of Fleet Air Arm legend Capt Brown. No man has flown more aircraft (487 different types) or touched down on the deck of an aircraft carrier more times (2,407).

On a visit to the Sea Fury's base at the RN Historic Flight in Yeovilton just a couple of days before the Culdrose display he chatted with Chris, a test pilot whose work with a specially-modified Harrier will help the jump jet's successor, the F35 Lightning II, into service.

"It was a pretty amazing piece of flying," Capt Brown said of Chris' handling of the Sea Fury. "There couldn't have been a better person at the controls and the entire Fleet Air Arm community salutes him!"

An investigation is under way into the cause of the Sea Fury's loss of power. Initial inspections of the aircraft show that it is "eminently repairable" – but it will cost thousands of pounds to either repair the Bristol Centaurus engine, or buy a replacement. Donations can be made via www.fnht.co.uk/t20-appeal.html.

"The aircraft lost power at a critical point in the display" said Cdre Bill Covington, a trustee of the Fly Navy Heritage Trust.

"Chris did a fantastic job. He only had 250-280 knots and couldn't complete the manoeuvre as intended. He initially thought he would land in a nearby field but when he realised he didn't have enough power to make it, he exercised superb judgment and landed the aircraft on the runway as soon as possible."

"Carrying out a successful forced landing in one of these heavy fast heritage aircraft is extremely difficult. It is hard enough to get it right even in practice – let alone from the middle of an air display. His quick reactions and calm decision-making protected the public and saved a rare and historically-significant aircraft."

↑ Air Days coverage, page 8



Pictures: Bob Sharples/bobsharplesphotography.co.uk





Seven go wild in Somerset

THIS is the first – and only – time you will see all of 700W Naval Air Squadron in the sky at once.

All seven of the squadron's Wildcats took to the skies, creating a stunning sight over Somerset, Dorset and the Channel.

The occasion was the impending disbanding of the Yeovilton unit (for two days) as part of a reshuffling of naval air squadrons providing frigates and destroyers with helicopters.

From August 1, all Naval Wildcats have come under the re-formed 825 Naval Air Squadron, charged with both training air and ground crews, and supplying front-line warships with Ship's Flights (helicopter + aircrew + maintainers).

Forty-eight hours ahead of that milestone, 700W decommissioned after five years in its latest incarnation (it is traditionally formed by the Fleet Air Arm to introduce new aircraft types into service).

Having done most of the hard work preparing Wildcat for those front-line duties – the first Flight is due to deploy next year – the squadron celebrated all their achievements since 2009 with some stunning formation flying over South-West England and the Channel.



Having all seven of the squadron's aircraft airborne at the same time highlighted the serviceability rate that 700W's engineers have been achieving (photographer Lee Howard was in aircraft seven, hence you can only see six in the images he produced).

"To get all seven squadron aircraft airborne at the same time is a huge achievement for both my engineers and aircrew," said Cdr Simon Collins, 700W's Commanding Officer.

"To fly in the lead aircraft was a particular highlight for me and marks the end of a very enjoyable and rewarding 12 months in command, a fitting way for the squadron to decommission."

Back in May 2009 when 700W formed, the prototype of Wildcat had yet to fly (that milestone came in November the same year) and a couple of years before the first RN variants of the helicopter were delivered.

In its first days, 700W numbered just four souls.

By the time it passed into history (for now) there were more than 100 air and ground crew responsible for seven of the £27m whirlybirds.

"Taking Wildcat from an idea to one that has

embarked in Royal Navy warships three times for various trials, taken part in a huge multinational exercise and is now ready to send its first flight to sea for Operational Sea Training is a great achievement and one that we should all be proud of," said Cdr Collins as he gathered his men and women for the formal act of decommissioning.

"Sadly this is the end of 700W. All the hard work and past success achieved will now shape the future for Wildcat. Thank you for the honour of commanding you."

Over the next three years, Wildcat and Lynx will fly side-by-side, with the former increasingly taking over the front-line burden from its ancestor.

With the Lynx on its way out, there is no longer a requirement to train rookie air or ground crew.

And so after 36 years of feeding the Fleet Air Arm front-line Lynx formation – embodied by 815 NAS – 702 Naval Air Squadron held its final wings parade to recognise the achievements of the last Lynx personnel.

Since 1978, more than 800 pilots and observers have been trained by 702, plus thousands of

maintainers and technicians.

For good measure, 44 foreign exchange aircrew have earned their wings – the Lynx has been a global success story, with the helicopter flying with numerous navies and air forces.

Our overseas allies have reciprocated the willingness of 702 to train their fliers by sending more than 50 foreign exchange instructors to pass on their expertise to Fleet Air Arm aviators.

The last in a long and proud continuous line of new pilots to earn their Lynx wings with 702 were Lts Oliver Bundoak, Dal Nwokora and Matthew Johnson, while Lt James Hume completed his Observer training.

It had taken them five and four years respectively to reach this stage in their careers.

"Being awarded one's wings is, without doubt, the most significant day in the professional life of a young naval aviator," Cdr Glyn Owen, 702's final CO, told the newly-qualified fliers.

All things Lynx in the Fleet Air Arm now come under 815 NAS, while although 825 has been in existence since August 1, the new Wildcat squadron only formally commissions next month.

Picture: leehowardphotography.co.uk

Brief glimmer of Hope on Dartmoor

WILDCATS were also at the heart of an exercise on Dartmoor as the Royal Marines and their wings, the Commando Helicopter Force, practised the difficult art of plucking troops from the field of battle.

Forlorn Hope – named after a small band of troops charged with doing the almost impossible in the Napoleonic Wars ('suicide mission' would be the 21st Century term...) – aimed to make use of all the kit and expertise CHF possess, plus a little bit more to boot.

Two Wildcats from 847 NAS (who fly the battlefield version of the helicopter rather than the naval model), a couple of Jungie Sea Kings (one is pictured, right, disgorging a stick of green berets on to a barren heath under typically-leaden Dartmoor skies), plus two Bagger Sea Kings from the Airborne Surveillance and Control world – not normally part of CHF's arsenal – were in the skies.

A ground extraction force from 40 and 45 Cdo was also involved, along with forward air controllers from 847, CHF medics and personnel from 845 NAS, with 42 Cdo playing the role of the enemy.

With the chess pieces in play, the exercise staff at RNAS Yeovilton got things under way.

The Badders and Wildcats conducted intelligence, surveillance and reconnaissance sweeps of the pick-up area on Okehampton Range, and quickly identified enemy forces.

Following simulated air strikes on the enemy vehicles, the Junglies were sent in to rescue a 'downed' crew while Wildcat rode shotgun.

Having travelled 550 miles from their base at Arbroath (unlike 40 who'd only had to come 60 miles), it was only right the men of 45 Commando were allowed a bit of fun to make the long journey from Angus worthwhile; they ran into enemy forces while trying to extract the 'forlorn hope'.

The ensuing firefight was co-ordinated from the back of a Wildcat by the extraction force, who helped to direct fire from the sky, while the 45 men let rip on the ground.

In the middle of all this, CHF's medics were tending to the wounded so they could be safely transported in the back of a Junglie.

With the enemy beaten and the aircrew secured, it was time to head back to the 'floating' callsign of 'HMS Yeovilton'.





A cunning plan to get to Bahrain

DO YOU have any pictures of a black kite named after a *Blackadder* character hitching a lift on a Royal Navy warship bound for the Gulf?

Well, it's funny you ask because we do indeed: Baldrick, enjoying the view from a stanchion on HMS Penzance's superstructure.

The feathered visitor was just one sight of many during a seven-week, 7,880-nautical-mile odyssey from the Clyde to Bahrain as the minehunter took over from HMS Ramsey east of Suez.

The voyage from Scotland was punctuated with port visits in Gibraltar and Malta before a period at the NATO facility in Souda Bay, Crete, typically the last harbour call for any warship in the alliance due to head east of Suez.

Thanks to the ranges and kit at Souda, all sensors, systems and minehunting equipment can be fine-tuned so that they are ready for the exertions of working in the demanding climate of the Middle East and the sharing of information and communications with other NATO vessels is as seamless as possible.

Tuning complete, Penzance headed through the Suez Canal – the first time the Sandown-class ship has passed down the iconic waterway – a literal and metaphorical boundary between different parts of the world, as warfare officer Sub Lt Rachael Clark observed: "Transiting Suez was a particular highlight of the journey as it marks the transition from western to eastern cultures."

Heat and humidity greeted the ship as she entered the Red Sea and the Egyptian port of Safaga, before continuing towards the Gulf of Aden and the Arabian Sea.

Continuing eastwards, Penzance crossed paths with HMS Quorn and HMS Ramsey on their way home; Penzance is taking the place of the latter as part of the switch-around of the RN's four-strong minehunting force in Bahrain, while Quorn's replacement Chiddingfold is resuming her passage after a spell with a NATO force in the eastern Mediterranean and Black Sea.

Further port visits to Salalah and Muscat in Oman provided welcome respite from a four-metre swell and winds of the south-west monsoon – neither pleasant in such small and relatively flat-bottomed ships.

Now in Bahrain Penzance is undergoing a spot of acclimatising both sailors and machinery to conditions – temperatures were in the high 30s Celsius in early August.

"It was a long seven weeks but the team did exceptionally well to ensure Penzance arrived here in Bahrain in as good a condition as she did," said CO Lt Cdr Nick Unwin.

"The engineers – particularly the marine engineers – and upper deck gunners had to work in extremely hot, humid conditions to ensure the ship could continue her passage safely and I am very proud of their achievements."

Afghan mission

ITS rotor blades folded and aerials removed, a Bagger Sea King sits on the tarmac at Camp Bastion waiting to be loaded into the hold of an RAF transporter.

Thus did the Royal Navy's 13-year Afghan mission come to an end as the last front-line unit – 854 Naval Air Squadron – pulled out of Helmand.

In doing so, it's brought the curtain down on more than five years of continuous Bagger operations – and a mission for the RN which opened in the autumn of 2001 in the wake of the 9/11 atrocities.

In those 13 years, every single branch of the Naval Service has been involved; Tomahawk missiles from RN submarines in the first hours of the war struck Taliban targets, Royal Marines led manhunts in the Afghan mountains, there's been a sustained presence on Operation Herrick since 2006 – at times two in every five British 'boots on the ground' in Helmand was Senior Service – the Harriers of the Naval Strike Wing were the angels on the shoulders of Allied troops, Naval medics saving lives in hospital and on patrol, Lynx and Sea Kings supporting ground forces, and a rolling presence of personnel from across the Senior Service performing a myriad of jobs in headquarters and outposts.

And last of all there were the Baggers – officially (and rather more dull) Sea King Airborne Surveillance and Control – whose departure from Camp Bastion, the hub of the British effort in Helmand for the past decade, was marked with a formal ceremony and the lowering of the White Ensign.

Both front-line Bagger squadrons (854 and 857) have completed extensive tours of duty over Afghanistan.

Since May 2009, the intelligence they have provided led to the arrest of 150 insurgents and the seizure of nearly 220 tonnes of weapons, bomb-making kit and drugs.

After more than five years in theatre and with in excess of 2,000 missions and 9,000 flying hours, their Sea Kings had become, says the final detachment commander Lt Cdr Mike Luscombe, "a comfortable old shoe to be in."

He continued: "So there are mixed emotions leaving, really – we've been out here for five years. But everything comes to an end.



We'll reconfigure for whatever the next adventure is.

"I'm born and bred in the South West of England. I like the sea. And I like to look at the sea. I do miss the colour blue and the colour green."

Senior Maintenance Rating CPO Claire Raine added: "It's always heat and dust. You really miss the creature comforts, your family, your husband."

Her team oversaw the careful operation of loading the Sea Kings into the holds of RAF C17 transporters (which can accommodate 13 Land Rovers or one Chinook).

It's a Sea King's height, not width, which posed problems – 4in aerials had to be removed before it could be moved on to the aircraft ahead of the 3,697-mile journey back to Culdrose.

854 left Bastion with praise ringing in their ears from Defence Secretary Michael Fallon ("essential"), First Sea Lord Admiral Sir George Zambellas ("magnificent, taking the fight to a determined enemy. Your vital work saved many lives and proved the value of the aircraft over land"), from Culdrose's CO Capt Mark Garratt ("enormously proud of the contribution of the whole Sea King ASaC Force") and from Brig Gen Daniel Yoo, the American officer in charge of Regional Command SouthWest – who, in true US fashion, refers to eight-five-four as the eight-fifty-fourth – ("Congratulations on a



● British and American personnel salute as the White Ensign is lowered for the last time in the Baggers' hangar at Bastion

Pictures: Cpl Daniel Wiepen, RLC

job well done. There will be many more missions for a platform of this calibre to fly wherever your nation asks you to participate.")

Although owned, flown and maintained by the Fleet Air Arm, in Afghanistan the helicopters have been operating under the RAF's 903 Expeditionary Air Wing, and working for the wider coalition effort.

"It's been fantastic to have the Navy working as part of the Wing," said RAF Gp Capt Justin Reuter, 903's CO.

"But this is what we do – and we do it on operations all over the world."

Although the baggers are home and the White Ensign no longer

flies at Bastion, there are still RN personnel in theatre supporting the ground effort – as they have done throughout Herrick.

"The Royal Navy has been an integral part of the mission in Afghanistan – and the Royal Navy and Royal Marines can be proud of their contribution to Operation Herrick," says Capt Matthew Clark, Deputy Commander Joint Forces Support.

"But that contribution has come at a price – 59 Royal Marines have lost their lives and many others have been injured. We recognise the courage, dedication and ultimate sacrifice of these marines and we are indebted to their families."

Return of the Saint

HUNDREDS of friends and family of Britain's youngest frigate converged on Portsmouth to celebrate the rebirth of HMS St Albans after a £25m revamp.

Families of sailors, affiliates and dignitaries from the ship's namesake city in Hertfordshire gathered for a rededication ceremony to formally welcome the warship back into the bosom of the Fleet, chief among the VIPs the Type 23's sponsor Lady Essenhough – the ship's sponsor who launched the vessel 14 years ago.

Her ship spent 15 months out of action in Portsmouth Naval Base as engineers and shipwrights from BAE tore out the old and put in the new.

St Albans was the last ship in the Fleet to carry the old 4.5in 'bulbous' main gun. Gone, replaced by the angular 'Kryten'.

Also gone, the old Seawolf trackers, replaced by the latest versions which effectively double the missile system's range.

The overhaul also included a new command and control computer system, upgraded IT equipment, a new galley and improvements to mess decks.

When they'd finished their work, the ship's company took the Saint to sea for three months of intensive trials off the South Coast under CO Cdr Catherine Jordan.

"The work carried out in HMS St Albans will stand her in good stead for her long future and will maintain her reputation that is within the best traditions of the Royal Navy," she said.

During the hour-long ceremony the 150 crew members paraded in front of the new-look ship and Lady Essenhough inspected a ceremonial guard of honour.

Among those on parade, AB Michael Nolan, 20, from Codicote near St Albans.

"Serving on board what I consider to be my home-town warship is a great honour and makes today even more special," he said.

"It has been hard work getting the ship ready for the ceremony but it has been worth it."

Now summer leave is done, the ship is gearing up for Operational Sea Training off Plymouth to prepare St Albans for her next deployment.

Bank fines pay dividends for Corps

ROYAL Marines will receive improved families facilities under £100m investment in military community projects announced by No.10.

Under fines levied on the City for manipulating lending rates, money is being handed out to good causes supporting the Armed Forces community as well as other charitable bodies and organisations.

Prime Minister David Cameron and Chancellor George Osborne visited the Royal Marines' base in Poole to announce the spending spree as they met some of the families who will benefit from the construction of a new facility for Service families.

In addition, £1m is being donated to the Royal Marines' Charity to mark the Corps 350th birthday and £10m is being pumped into the MOD's physical and psychological rehabilitation programmes to provide wounded personnel with long-term support.

Baggers go back to sea

WHILE the 'cabs' of 854 were being moved back into their hangars at Culdrose, their battle-hardened comrades from Afghanistan, 857 NAS, were getting their sea legs back.

Aside from a spell in support of Allied air operations over Libya in 2011, neither air nor ground crew have spent concerted time at sea – which is where the Baggers were originally designed to operate, providing the Fleet with early warning of incoming air attack.

So the two weeks on Argus – who divides her time between aviation training ship and floating medical facility – were used to show many of 857's newbies what life at sea was all about.

"Getting everyone to think about flight deck safety and operating on a pitching and rolling deck in all weathers is crucial," explained Lt Shaun Parker, 857's air engineer officer.

"Some of the squadron are experiencing this for the first time. You don't really need to lash things down in the desert, but you do when you're at sea in the English Channel."

Pilots re-acquainted themselves with the art of landing on a moving flight deck, observers carried out basic radar handling of the aircraft, intercepting ships and

aircraft in the South West Approaches, and engineers toiled in Argus' impressive hangar to ready the Sea Kings for their next sortie.

"I've been on the squadron for about 18 months now, and completed three Afghan tours on Herrick, but this is my first time on board," said AET Martin Hetherington, one of the younger members of the squadron.

"Everything takes longer and there's a lot to learn. I'm really enjoying working the flight deck in all weathers – you have to be switched on and know what's going on around you."

Martin was one of nearly three quarters of squadron personnel who'd either spent no or little time at sea in at least three years.

"Team spirit, enthusiasm and professionalism have been fundamental to regaining the specialist skills required to safely and effectively integrate with the ship's company," said Lt Cdr James Hall, 857's Commanding Officer.

"By the end of this embarkation we'd increased our preparations for any task we could face at sea."

● One Bagger comes in to land behind one already safely stowed on Argus' flight deck

Picture: PO(Phot) Paul A'Barrow



3D spectacle off Plymouth



D35 – HMS Dragon – leads the way on the right, followed by D33 (Dauntless) and finally the newest of our D-class Type 45 destroyers, D37 (Duncan).

We think – although we may be wrong – that this is the first time three of the air defence warships have worked together. It's certainly the first time these three vessels have exercised in company.

All three were undergoing the rigmarole of Operational Sea Training

ahead of looming deployments around the globe – the second front-line missions for Dauntless and Dragon, the first for Duncan.

After a successful Thursday War – when RN vessels under training are subjected to mock attacks in the skies, on the surface and under the ocean – the three destroyers broke away for a short 'photoshoot' during Officer of the Watch manoeuvres, taking advantage of the

photographic skills of PO(ACMN) Tony Nairn in an 829 NAS Merlin overhead.

Enjoying the impressive sight of the trio in formation was the RN's senior seagoing anti-air warfare officer – and Dragon's CO – Capt Rex Cox.

"With all six Type 45 destroyers now in service and delivering on operations across the globe, I believe that the Type 45 has very much come of age," he said proudly.



Here be Dragoons

SURVEY ship HMS Echo and minehunter HMS Ramsey have taken part in international 70th anniversary commemorations of 'the other D-Day' – the invasion of southern France.

The ships then conducted a formal sail past of the French flagship FS Charles de Gaulle.

Aboard the carrier was French president François Hollande, veterans of the 1944 campaign, former Maquis resistance fighters, and VIPs including First Sea Lord Admiral Sir George Zambellas and members of the Monaco royal family.

They were treated to a traditional salute from both Echo and Ramsey – which was last in the column of vessels – as their sailors 'cheered ship' by removing caps and saluting.

It was also hugely successful. Within a fortnight, the Germans had all but abandoned the south of France.

Seven decades later, and ships from the USA, Algeria, Morocco and Tunisia as well as the UK accepted the invitation of the Marine Nationale to join it for anniversary events.

The ships in the sail past formed one large column as they entered the Bay of Toulon, where they were treated to an aerial display by more than 20 helicopters, Rafael and Super Étendard jets, maritime patrol aircraft and the Patrouille de France – the Gallic equivalent of the Red Arrows.

"I have never seen so many

'A conspicuous success'

HELLO, Mighty O.

Four weeks of intensive – and, more importantly, successful – trials for Britain's biggest operational warship came to an end as HMS Ocean returned to her native Plymouth.

The assault ship spent July testing everything from the basics of propulsion to gunnery, funnery and the ship's *raison d'être*, helicopter operations, following 18 months out of the line undergoing a £65m refit.

Many of the systems and kit were tested alongside, and useful though dry runs and simulations were, the only true test comes once at sea.

"It is much easier to learn 'hands on' and it has been a real bonus to be a part of HMS Ocean's sea trials – one learns so much more in a short period of time," said Mid Paul Corby, undergoing his initial fleet training aboard the carrier.

Having 'run-in' her engines, tested her auxiliary machinery and steering to the limit, and hosted Sea Kings and Lynx, the trials shifted to weapons systems.

Among new kit fitted while Ocean was in refit, the new Artisan 3D radar (which is also being fitted to Type 23 frigates).

It can track up to 800 targets, whether they're a few hundred metres away – or 200 kilometres (125 miles) from the ship.

"Operating in close proximity to land is a challenging environment for a ship of any size, but it is key to Ocean's role in delivering Royal Marines ashore," said Cdr David Goldsmith, head of the weapon engineering department.

"Artisan is far more resilient and versatile than its predecessors and will enable us to build a far better picture of what is operating



Picture: LA(Phot) Ben Shread, FRPU West

around us, both on and over the sea as well as the airspace over land."

Also flashed up were Ocean's weapons systems – from miniguns to the automatic Phalanx 20mm and the new 30mm Bushmaster automatic cannons.

Now the UK's on-call helicopter carrier with the passing of Illustrious, the Mighty O is due to take part in the Cougar deployment this month.

"Ocean's sea trials have been a conspicuous success, with the equipment performing above expectations and all the crew gaining invaluable experience," said Capt Tim Henry, her CO.

"We are well placed to continue with our programme later in the year."

'Very satisfying work'

THE RN's record-breaking four months in charge of an anti-terrorism task force is over after delivering a succession of blows to drug smugglers through the spring and summer of 2014.

From April to August, a team under Cdre Jeremy Blunden held the reins of Combined Task Force 150, charged with clamping down on terrorist activities in the Indian Ocean.

The force under the Bahrain-based staff's direction – which at various times included ships from Australia, Canada, France, Pakistan, Saudi Arabia, the USA and the RN's Somerset and, more recently, Northumberland – carried out 30 boardings.

Those led to more than six tonnes of cannabis being seized, and a record heroin capture (1,032kg) by the Australian frigate HMAS Darwin, which alone accounted for six 'busts'. Somerset contributed with an £8.5m heroin seizure.

This is the seventh time in the CTF 150's 12-year history that the RN has been in charge; it's one of three naval groups in the region under the Combined Maritime Force focused on maritime security.

Collectively those groups are, says Cdre Blunden, "achieving more now than at any other stage in the Combined Maritime Force's history."

Handing over command to Pakistan's Cdre Sajid Mahmood, Cdre Blunden said his second stint at the helm of the counter-terrorism force had been "very satisfying work" – particularly when it came to stopping the flow of narcotics to the UK.



The Royal Naval Benevolent Trust

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(Port)land ahoy

THE girls are back in town.

And the boys as well. A good 200 of them *in toto* as HMS Portland completed her Atlantic and African deployment by returning to Devonport where 600 friends and family were waiting for them.

Younger members of the crowd lining the jetty were bemocked with miniature 'decorations' – My Little Hero badges.

The small medals – designed to say 'thank you' to children for coping with the absence of a parent for months on end – were introduced by HMS Illustrious earlier this year, and proved so popular they were also adopted by the frigate.

There were eight more Portland heroes in August than there were when she sailed at the beginning of the year, born while the ship was patrolling.

Those patrols took her to West Africa to foster friendships with countries and their navies/coast guards and to leave lasting legacies courtesy of community projects such as completing a playground for orphaned and vulnerable children in Namibia.

The frigate spent a month patrolling the waters around the Falkland Islands, with time ashore to take part in memorial services honouring Servicemen killed in the 1982 conflict.

In the Caribbean HMS Portland embarked a United States Coast Guard law enforcement team for four weeks of counter narcotic patrols to disrupt the flow of drugs into Europe and America.

All these activities (and many more) were sustained by 195,636 meals produced by the chefs in the galley, while the stokers kept Portland's engines running to power her more than 36,000 miles; that demanded three and a half million litres of fuel... enough to fill the tanks of 62,500 family cars.

Picture: LA(Phot) Caroline Davies, HMS Portland

Work to start on trio of new patrol ships

WORK will begin next month on the first new patrol vessels for the RN in nearly a decade after Whitehall signed a £348m contract with BAE Systems.

Three ships, all to be built on the Clyde, have been ordered from the firm, which is basing the design of the unnamed trio on its Amazonas class of patrol ships for the Brazilian Navy.

All three will be bigger than the existing River-class ships which are on duty around the UK for more than 300 days a year, largely focusing on fishery protection work, but also acting as the RN's eyes and ears in home waters to stop smuggling and terrorism and to help out in emergencies.

The ships will be 90 metres (295ft) long, reach at least 24kts, be able to host a Merlin helicopter and have a range of more than 6,300 miles – enough to take

them from Portsmouth to South Africa or 'Pirate Alley' between Somalia and Yemen; the vessels are being designed to patrol the broader oceans as much as waters around the UK.

BAE has already begun work acquiring engines and gearboxes and will hand over the first completed vessel to the Navy in 2017.

The £348m deal will sustain around 800 jobs in the shipbuilding industry and tide the BAE yards over between work ending on new carrier HMS Prince of Wales and construction beginning on the first Type 26 frigates later this decade.

The next defence review will determine whether the three new ships will be replacements for the three River-class vessels (which have been in service since 2003) or will be in addition to them.

Enterprise steps in as fighting rages

FOR the second time in three years Royal Navy sailors found themselves evacuating Britons from Libya as civil unrest engulfed the troubled North African nation.

In 2011, destroyers and frigates were dispatched to Benghazi.

In 2014, it was survey ship HMS Enterprise sent into Tripoli to bring more than 200 British citizens to safety amid growing instability and fighting around the capital.

Enterprise made two trips between the port and Malta as the British government decided it was no longer safe for our citizens to remain in the country.

Royal Marines of 43 Commando provided protection both ashore and on craft ferrying evacuees between the port and the safety of Enterprise – local tugs as well as the survey vessel's own launches (*pictured below as smoke drifts across Tripoli*) – before an 18-hour passage to Malta's Grand Harbour.

PO(Wtr) Matthew English, HMS Enterprise's ship's manager, was among those who went ashore from his ship to register 'entitled personnel', making sure they were authorised to be saved.



● Enterprise's sailors form a human chain to offload evacuees' luggage in Malta

"The first family I came across in our second run was a husband and wife with a 40-day old baby and I identified them as the first to be processed due to their young child," he said.

"I have five children myself and would do anything to keep them safe and felt I now had the opportunity to keep this young family safe."

"When we were ashore and processing people I didn't know what to expect but, while we were going through the registration and despite some very sad stories, I was taken aback at their relatively high spirits and willingness to talk to us about their experiences.

"We were all very relieved

to be in the tug that took us to Enterprise, which was anchored off the port, and to see her looming out of the darkness. Our training for these situations is very thorough but nothing can really prepare you for the human emotions that are expressed during troubling times."

During the crossing to Malta, the rescued civilians were given food, water, blankets and medical attention.

Conditions aboard Enterprise with a crew of 50 (and room for 80) were, with nearly double that number of people aboard, says teacher Nu-sai Baton, "uncomfortable", adding "but she's a bad-ass babe I must

admit! So much respect to those who take care of her."

"Everyone on the ground and on board were so helpful. They made the trip as comfortable as they could."

LMA Gemma Sheldon was in charge of Enterprise's medical team, spending many hours preparing for the refugees' arrival and ensured qualified personnel stayed up through the night to help care for them.

"This care included helping those who were unable to look after themselves and their children due to sea sickness," Gemma explained.

Lstd Andrew Collins and Enterprise's education officer Lt Ellie Smillie spent the night looking after the youngsters, including one nine-month old baby.

Gemma added: "Having an extra 200 civilians to look after presented a different approach to the normal run-of-the-mill ailments we are used to seeing. It was a pleasure to be able to help in any way we could."

Lstd Collins put his nappy-changing skills with his young daughter to good use.

"These 72 hours were some of the most rewarding of my career in the RN," he said, "Being a father I took upon myself to take care of a young baby and three two to four year olds so I spent most of the night changing nappies as well as looking after other embarked personnel."



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Making an impact at RIMPAC

NIGHT in San Diego and a colleague carries out final checks before a diver plunges into the harbour during the world's biggest naval exercise.

Sailors and dive teams from Portsmouth joined more than 25,000 military personnel for the Rim of the Pacific war games.

Staged every two years – and running for more than four decades – RIMPAC is the biggest collective workout for navies which operate in the world's largest ocean.

Twenty-one nations accepted the invitation from the US Pacific Fleet, bringing more than 50 ships and submarines and over 200 aircraft.

At the heart of RIMPAC was Lt Cdr Keith Mabbott, normally on the Maritime Battle Staff in Portsmouth, but for the duration of the exercise a battle watch captain in the HQ in Pearl Harbor.

"Because of the sheer scale of

RIMPAC, and the variety of languages, there are clear challenges. But one of the roles here in the operations centre is to identify emerging issues, make sure everyone is talking, and provide clear direction to participants," he said.

"This is the first time I have taken part in an exercise of this nature and am staggered by the sheer number of ships, aircraft and personnel that have been pulled together."

"In my watch alone we had Chilean, Peruvian, South Korean, US, New Zealand, Mexican, Colombian, Canadian, Australian, Norwegian and Japanese participants."

Although run from Hawaii, the five-week exercise also extended to the west coast of the USA, where Royal Navy divers from Portsmouth-based Fleet Diving Unit 2 could be found.

Working under Australian command, operating with US minehunters, they helped clear waterways and piers in San

Diego harbour of mines.

In the water they used the small REMUS submersible to scour the seabed with its sonar, before the divers went down to place charges to neutralise them.

And on dry land the divers used Dragon Runner – a small, tracked remote-controlled vehicle (looks a bit like Wall-E, minus the fun) – to deal with improvised explosive devices, keeping the team well out of harm's way.

"Clearing mines is a tough mission, especially when working in a maritime environment – if a mine is present, everything else in the area stops until it has been neutralised," said Lt Sean 'Central' Heaton, in charge of the dive team.

"Keeping waterways clear is vital for global commerce and security, and by working together on exercises like this we are making significant inroads."

Picture: MCS2 Joshua Scott, US Navy

Six take charge of the Crazy A

NO, that's not the number of sailors, but Crew 6 of the 2nd Mine Countermeasures Squadron have arrived in Bahrain to take charge of HMS Atherstone for the next seven months... just over a year after last being aboard her.

The same crew took the Crazy A to the Gulf region in 2012 as part of the switchover of the RN's permanent minehunting presence in the region.

Having safely delivered the ship to the kingdom – and stayed there for a few months conducting patrols and training – Crew 6 came back to Blighty to take over Atherstone's sister Ledbury, taking her around the Mediterranean (on NATO duties) and Baltic as well as honing skills in home waters.

Fifteen months done in Ledbury, it was time to relieve MCM2 Crew 2 back on the Crazy A to work alongside her sister Quorn plus Sandowns Penzance and Shoreham.

Policing the Hash Highway

ROYAL Navy and Royal Marines boarding teams close in on a dhow as HMS Northumberland polices the Hash Highway.

The two teams – the green berets of 43 Commando providing the security, the sailors from the Plymouth-based warship carrying out the searches – were joined by the frigate's Lynx helicopter overhead for cover.

Northumberland was ordered to intercept and board the vessel – suspected of drug smuggling – by the international Combined Task Force 150 which is dedicated to clamping down on terrorism and the illegal trades which fund it in the Arabian Sea and Indian Ocean.

As part of that force, the frigate's boarding team had already inspected several vessels in the region to help maintain maritime security before they pounced at dawn in this instance.

The size of this particular dhow made the search a challenging task, particularly as temperatures were well into the mid-30s Celsius – and as the day progressed it became clear it would not be completed quickly.

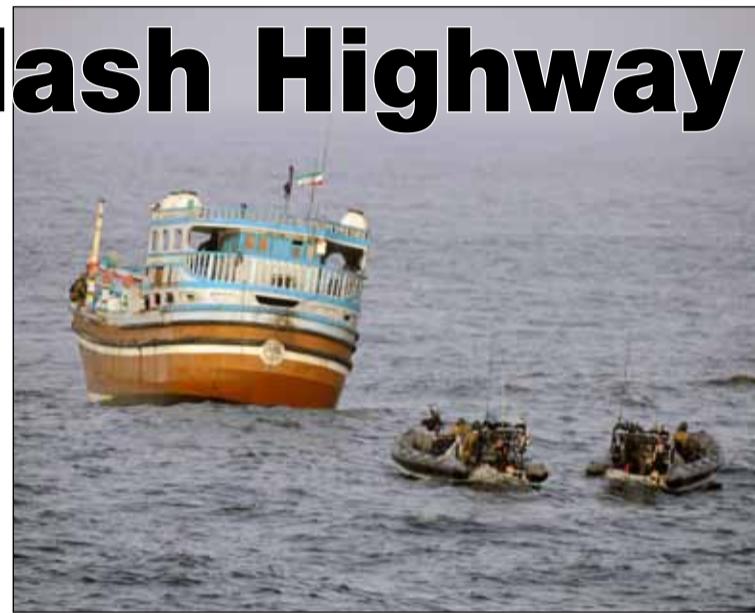
"The key thing for us is to make sure the boarding teams have enough food and water to keep them going. With the heat and the length of time they are on board it is challenging," said PO(C) 'Dickie' Davis.

Despite all that effort, no drugs were discovered on this particular instance.

Northumberland's CO Cdr Tristram Kirkwood was not too downhearted, however, for the search did reinforce that the bobby was on the beat.

"This sends a clear message of the Royal Navy's commitment to peace and security in the region," he added.

Picture: LA(Phot) Guy Pool, HMS Northumberland



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Aces past, aces present



Pictures: PO(Phot) Paul A'Barrow and Mez Merrill and LA(Phot) Iggy Roberts

CROWDS bigger than a Newcastle United home game – if you’re not a Magpies fan, that’s in excess of 52,400 people – witnessed the two flagship events in the Fleet Air Arm calendar.

Both of the RN’s principal air stations open their gates for Yeovilton and Culdrose Air Days (we’ll shorten them to YAD and CAD, respectively).

Collectively they’re arguably the biggest showcases not just of naval aviation but also the RN in the public eye; with Navy Days in abeyance, you won’t find an event around the UK where the British people can see behind the scenes of an arm of the Senior Service.

YAD came first – and with it an estimated 31,000 visitors (many of them pictured above).

When the flying began, it was a home-grown legend opening proceedings, the RN Historic Flight’s Sea Fury – as things turned out, its penultimate public appearance of the 2014 season (see page 2).

Slightly louder than the wonderful purr of the Sea Fury’s Bristol Centaurus engine were the four Bristol Olympus of the world’s only airworthy Vulcan bomber which thundered into town.

Keeping up the decibel levels was a Swiss Air Force F-18 Hornet before the more graceful sight of the Jordanian Falcons trailing their smoke – the first of several aerobatic teams carving through the firmament over Yeovilton.

No less agile was the Pitts Special display – described by pilot and event commentator George Bacon as putting the same physical demands on the stunt fliers in just eight minutes as Lewis Hamilton endures in a two-hour Grand Prix. “It’s like being in a tumble drier!”

The RN can also pirouette impressively in the skies,

courtesy of the Black Cats display team, who’ve added a new Wildcat to their inventory now alongside the more seasoned Lynx Mk8.

Not to be outdone were the Army Air Corps’ display Lynx – winners of the King Hussein Memorial Sword for the best performance at the Royal International Air Tattoo earlier in the month.

In this 70th anniversary year of the Normandy landings, a DC-3 Dakota (with black and white D-Day markings) flew in, as did two Spitfires from the RAF’s Battle of Britain Memorial Flight (MK356, also in 1944 livery, and PS915, pictured inset).

The Royal Navy’s Parachute Display Team, the Raiders dropped in (literally, see above left) flew serenely down though the sky and joined the Air Day party.

Also on the Somerset soil was HMS Queen Elizabeth; the outline of the newly-launched carrier was marked out on the ground to give visitors an idea of the scale of the Royal Navy’s largest warship.

YAD’s party piece is the Commando Assault finale – a good half hour or so of fire and fury, an assault on the senses as much as it is an assault on the air station.

The 2014 curtain-closer was also the last bow for the Sea Kings – this time next year they’ll be gone, replaced by Jungle Merlin s which are being handed over to the Commando Helicopter Force by the RAF this month.

The veteran green giants, which in numerous variants have carried Royal Marines into battle for more than four decades, were joined in the air by Hawks from 736 NAS down in Culdrose, plus Yeovilton natives – Wildcats and Lynx for a scenario similar to Hollywood blockbuster *Behind Enemy*

Lines. And on the ground, there was a wounded pilot to rescue, fire and smoke, some bad guys to defeat, and some OTT acting by commandos.

“As flying displays go, it was continuous fast and furious action which included numerous specialist skills and disciplines such as abseiling and fast roping which when combined with the gunfire and pyrotechnics, provided a realistic and crowd-pleasing show,” said CHF’s Lt Jeremy Gilmore.

Due to its location near the western and southernmost tip of the mainland, CAD never quite matches the visitor figures of its Somerset counterpart.

It’s also often plagued by low skies which scupper displays (as is day-to-day flying at the Cornish air station).

Well, not this year. The only thing filling the skies above Helston were lots of lovely aircraft, watched by more than 22,000 visitors who dutifully filed through the air base gates (and probably a good few thousand more in the area who just watched for free...) for the one day a year the public finds out what

up close with its Hawk and Harrier jets (the latter are used to train deck handlers), helicopters, and other kit.

Indeed the Sea Harriers put on an unusual – and much appreciated – ground display. Not moving, but also popular, was a Polish Mig29 Fulcrum, declared ‘the best static display’.

As for things in the Cornish skies, well the Vulcan which wowed in Somerset wowed over Culdrose (pictured inset).

It was probably the largest and loudest aircraft at air day...

...but it wasn’t winner of the ‘best flying display’ gong, taken by the Muscle Biplane, which put on a breathtaking display.

“It was a thoroughly enjoyable day with a real buzz to it. For me, the Vulcan, the aerobatic teams and the Mid Air Squadron were the highlights,” said Frank Harding from Liskeard.

“The Sea Harrier display was something that you simply don’t see anywhere else.”



goes on behind the (very long) perimeter fence.

There were four hours of flying displays at the 2014 show, allowing plenty of time either side of the aerobatics to chat with the 3,000 or so folk who work at Culdrose and get



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A wealth of great memories



DO YOU know who I am?

Thankfully, AB(MW) Katy O'Reilly does – because this is the Senior Service's Commonwealth Games gold medal winner Mne Chris Sherrington.

Judo champ or not, Chris still had to go through the security checks like everyone else going into Games venue.

For just as important to the success of the sporting spectacular as military athletes like Chris providing the spectacle for live and TV audiences were the dedicated team of military personnel like Katy who performed both ceremonial and security duties for the duration.

Some 400 RN personnel were mobilised to help ensure the 'Friendly Games' passed off safely and securely.

Although it was the task of the police to ensure a physical security and armed presence, it was the role of the military to carry out pedestrian screening at access points to venues around Glasgow – rather as they did at the London Olympics two years ago.

Hence Chris' encounter with Katy.

"We knew Chris was a dedicated Royal Marine and gold medal winner but you never took a chance with security and he was processed just like everyone else," said Katy, from Faslane.

"Not everyone came through with a gold medal round their neck and he did keep an eye on his medal when it passed through the scanner. It was a real pleasure to meet him – he did the Navy proud."

Regulars and reservists were drafted into the Games – the former were trained in Portsmouth, the latter near Grantham as they were taught the art of the bag search as well as dealing with difficult situations.

"It was full-on all the time; but we had such a fantastic rapport with the public and within the team that the job was an absolute delight and we delivered the quickest, but tightest, scanning without ever compromising security," said HMS Vivid's CPO Peter Gilmore, who was working at the Scottish Exhibition and Conference Centre, home to six events: boxing, gymnastics, judo, netball, weightlifting and wrestling.

NA Martin Harvey, normally based at Culdrose, added: "It was a fantastic opportunity, a great experience and gave me such terrific job satisfaction."

"It was so completely different from the day job working with aircraft, but the contact with the public was just fantastic."

In the stadia and arenas, personnel were central to the formal ceremonies – again mirroring London 2012.

Sixteen sailors and eight Royal Marines from Illustrious and Dauntless joined up with 48 other members of the Army and RAF to make up the nine teams who raised national flags during podium

presentations.

Every team had been drilled by WO 'Dickie' Henderson and his Ceremonial Training Team at Collingwood.

The warrant officer led the way, raising the Commonwealth Games Flag at the opening ceremony at Celtic Park.

"Producing a new 'drill' to a joint Service team that would be so prominent in the public eye was the most demanding and satisfying responsibility I have ever undertaken – a real 'once in a life time' moment," said WO Henderson.

"The teams performed immaculately – I am so very, very proud of what we all achieved. It's what the occasion and the athletes deserved, and we delivered."

His well-drilled personnel raised and lowered flags at 261 ceremonies across the sporting spectrum from A to W.

The presence of RN personnel at the venues was backed up by RN hardware on the Clyde.

HMS Bangor was present throughout, joined in the latter stages of the sporting spectacular by HMS Dauntless (whose sailors also took part in WW1 commemorative events – see pages 16-17).

BBC Radio 2's Ken Bruce show joined the ship with the Scottish DJ's co-presenter Lynn Bowles aboard to interview the ship's company throughout one morning's broadcast.

And if you didn't hear Bangor, there's a good chance you might have seen her. In the flesh. Or on the telly.

BBC Breakfast weather presenter Carol Kirkwood stepped on board to provide the nation with a forecast... and found herself reliant on one of Bangor's lo-tech charts when the Beeb's hi-tech 3D weather map crashed.

The technology behind Sound to Sea, a two-night cultural spectacle on the Clyde, proved rather more reliable.

Bangor, patrol boat HMS Pursuer and the green berets of 43 Commando all performed for crowds on the Clyde waterfront.

The P2000 and the Royal Marines staged a mock hostage rescue, while the minehunter's part was rather more sedate as she glided across the river carrying opera singer Marie Claire Breen – rescued from pirates by the marines – on her bow performing *Un Bel Di, Vedremo*.

After a spot of Celtic music, proceedings climaxed with a fireworks display while Bangor herself demonstrated her impressive manoeuvrability by spinning on the spot – without moving a single inch forward or backwards.

It's not just athletes who can perform gymnastics...

■ RN athletes' triumph at the Games, page 39



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● From left: Cdr Tom Tredray lays a wreath in Ghana; CPO Brindley leads a training session aboard HMS Iron Duke; AB Frankie Boyle with a Nigerian sailor and PO Craig Vaughan entertains a young visitor

Walk on wild side highlight of Africa trip

YOU'RE having a giraffe ... souvenir shopping was on the agenda as the crew of HMS Iron Duke visited Ghana as part of the ship's African adventure.

The frigate arrived in Sekondi in Ghana, where she berthed alongside RFA Black Rover and the two ships hosted an official reception.

During the visit, 60 members of the ship's company visited Kakum National Park and experienced the canopy walk – a rope walkway 350 metres in the air with seven bridges joined with wire rope, aluminium ladders and wooden planks.

They were also welcomed by the Ghanaian forces with Iron Duke's boarding team of Royal Marines and sailors spending time on one of the Ghanaian Navy's patrol boats.

Lt Ollie Behan, an Officer of the Watch and the ship's lead boarding officer said: "I enjoyed working with the Ghanaians – they were keen to learn and had some interesting experience to share from their patrols in the Gulf of Guinea."

While in the country a contingent including Iron Duke's Commanding Officer Cdr Tom Tredray and the captain of RFA Black Rover, Capt Nigel Budd, visited a cemetery in Sekondi's twin city, Takoradi, to pay their respects at a number of Commonwealth War Graves. A service was held and a wreath was laid at the grave of a sailor from the Great War.



● HMS Iron Duke conducts exercises with a Nigerian patrol vessel

HMS Iron Duke's engineers were also given the chance to get their hands dirty with a trip to Sekondi Naval Base's mechanical workshops and training centre for technicians.

The Portsmouth-based frigate then moved on to Lagos in Nigeria to host official receptions.

Berthed in Apapa, the port area of the city, the stop also provided an opportunity for the ship's company to work closely with members of the Nigerian Navy as training was conducted between the two forces.

Carried out onboard Iron Duke were lessons in navigation, seamanship, fire-fighting and damage control techniques and first aid.

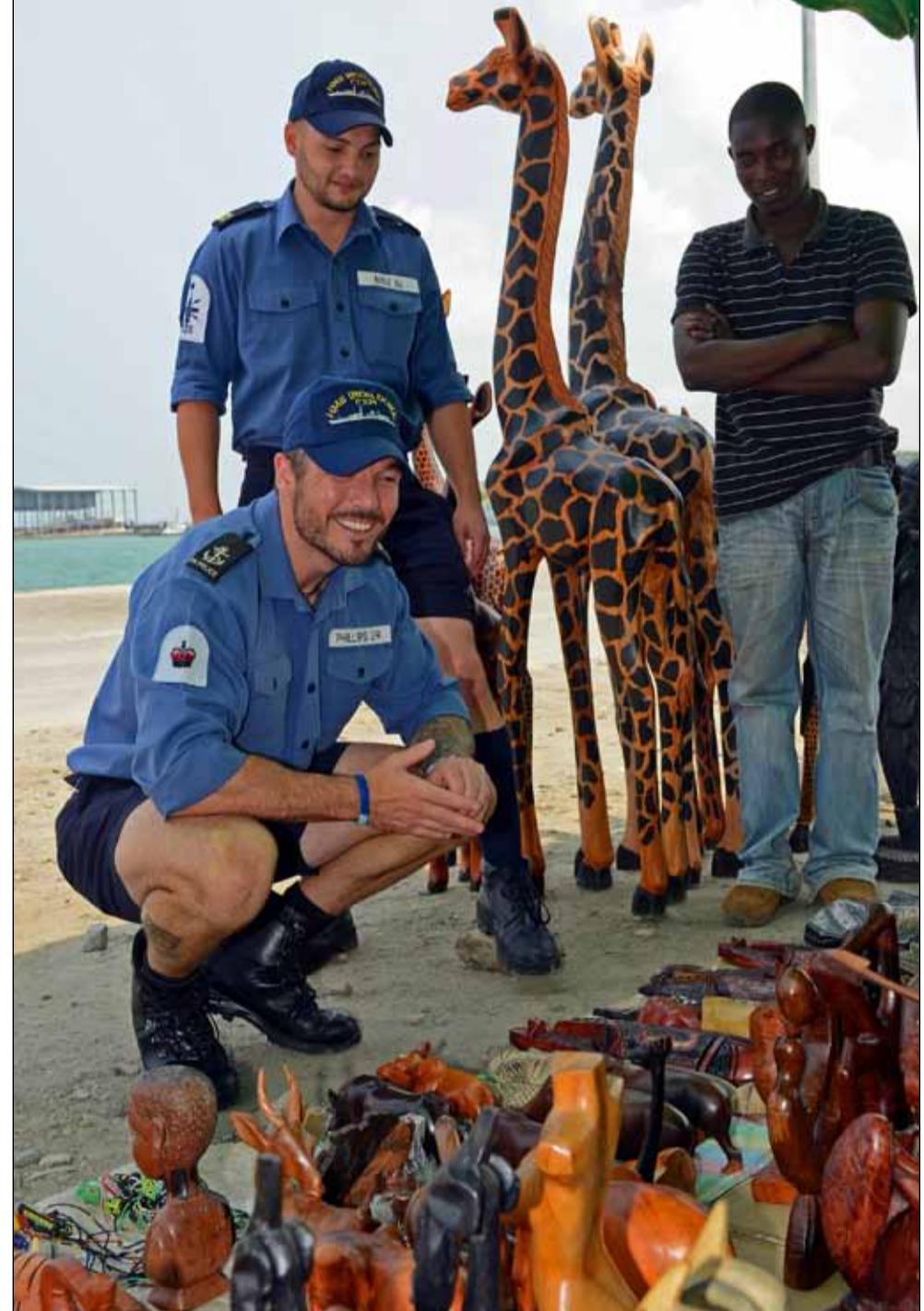
CPO Norm Brindley said: "The training proved very useful. It's always good for us to conduct training with other Navies as

it forces us to review our own techniques. Training with the Nigerian Navy was particularly interesting; they do a lot of things under the same principles as our methods so it was a good refresher for both sides."

The visit also provided the ship's boarding team with an opportunity to share their knowledge with a Nigerian Navy team. The training culminated in a boarding exercise carried out by the Nigerian team at sea where they boarded Iron Duke from one of their vessels.

During the visit 14 members of the ship played volleyball against a Nigerian side, with the hosts winning one match and Iron Duke's team the remaining two.

HMS Iron Duke left the UK in June for a six-month South Atlantic deployment.



● L Reg Jody Phillips and AB Nathan Boyle shop for souvenirs in Ghana Pictures: LA(Phot) Simmo Simpson

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Birth of the submarine age

TUESDAY September 22 1914.

Having first stopped the invader on the Marne, then driven him back, the French and British Armies were drawing breath before attempting to outflank the Germans – a series of battles which would be known as the ‘race to the sea’.

A handful of aircraft of the Royal Naval Air Service were preparing to strike at zeppelin sheds near Düsseldorf – the first strategic bombing mission and the first British air raid on Germany.

And in the North Sea, some 40 miles west of Den Helder, the wonderfully-named cadet Hereward Hook was catching some sleep in his hammock having been on watch overnight aboard HMS Hogue (*pictured*).

Like many of his Dartmouth classmates, 15-year-old Hook had been mobilised on the eve of war; a good number were drafted to three aged cruisers – the Aboukir (flagship) and Cressy completed the trio.

All three ships were long past retirement. They had been in reserve until the outbreak of war prompted their recall to service, crewed mostly by reservists.

The British Expeditionary Force needed safely transporting to France. Newer faster cruisers were not yet ready. The Cressys were the only solution, dispatched to a stretch of the North Sea known as the Broad Fourteens.

Outdated ships were matched by outdated thinking. The past few days had seen choppy seas off the Dutch coast, choppy enough for the cruisers’ escorting destroyers to return to port.

And choppy enough, too, so the squadron’s commander believed, to dismiss any U-boat threat; submarines couldn’t operate in such conditions. The aged cruisers did not zig-zag. They steamed side-by-side, 2,000 yards apart at a leisurely ten knots.

“In those early days of the



war, I do not think that anyone realised that a submarine could do any damage,” Hereward Hook recalled.

Two dozen miles off the Dutch town of Scheveningen *Kapitänleutnant Otto Weddigen* brought *Unterseeboot 9* to the surface.

The bad weather which prompted the Cressys to dismiss the submarine threat had played havoc with Weddigen’s short patrol – but it had not stopped it. His 500-tonne boat rode out the heavy seas 50 feet down.

Weddigen’s superiors in Berlin had watched the seemingly unhindered transports between Britain and Ostend, shipping troops and material to the Continent. The Army put pressure on the Navy, who decided “despite the difficulties of navigation, there is the possibility for a U-boat attack.”

While Weddigen breakfasted, U9’s engineer, Karl Schön, took the opportunity to stretch his legs as the first rays of the sun caused

the water dancing along the hull of the submarine to glisten. As the U-boat charged her batteries, she trailed thick black smoke across the surface of the now-calm North Sea from her petrol engines.

“The fresh, tart breath of morning air and the feeling that you may encounter the enemy at any moment triggered a strange feeling in us,” he recalled.

In the conning tower, U9’s second in command, Johannes Spiess, scanned the horizon and spied smoke and a mast.

The boat dived and through his periscope, Weddigen saw not one ship, but three, each with four funnels. He would attack.

At 6.20am, and from a range of just 550 yards, U9 launched a torpedo at the Aboukir. Thirty-one seconds later it struck.

Aboard the nearby Hogue, Hereward Hook was woken by a shipmate. The two undamaged cruisers closed to rescue their comrades – Aboukir signalled she had hit a mine.

The scene which presented itself to Hook as he stumbled to the upper deck was unimaginable. “The bilge keel and part of the ship’s bottom were exposed to view, with hundreds of men’s heads bobbing about in the water close by, while a continuous stream of very scantily-clad men appeared from the upper deck and started tobogganing down the ship’s side, stopping suddenly when they came to the bilge keel, climbing over it, and continuing their slide until they reached the water with a splash.”

As the last of Aboukir began to disappear, the Hogue “seemed to jump at least six inches out of the water.” U9 had struck again – this time with two torpedoes.

The submarine bucked out of the water as she fired – prompting a furious response from the Hogue’s gunners, without hitting Weddigen, whose torpedoes “nearly cut the ship in halves, as No.3 funnel suddenly collapsed like a house of cards.”

The Hogue’s death was much

Class: Cressy-class armoured cruiser
Builder: Vickers, Barrow
Laid down: July 14 1898
Launched: August 13 1900
Commissioned: November 19 1902
Displacement: 12,000 tons
Length: 472ft
Beam: 69ft 6in
Draught: 26ft 9in
Speed: 21kts
Complement: up to 760
Propulsion: 30 x Belleville boilers powering 2 x Triple-expansion steam engines
Armament: 2 x BL 9.2in Mk X guns, 12 x BL 6in Mk VII guns, 12 x quick-firing 12pdr, 3 x quick-firing 3pdr guns, 2 x 18in torpedo tubes
Armour: 2.6in (belt), 1.3in (decks), 6in (barbettes), 6in (turrets), 12in (conning tower)

Facts and figures

second into the port side. In 40 minutes, she too was gone.

In an hour and a half a single U-boat had dispatched three warships and 1,459 officers and men.

Weddigen became a national hero – there were books, postcards, beer glasses, films made in his honour, bridges, barracks and streets named after him. Of all Germany’s warriors in the Great War, the cult of Otto Weddigen was surpassed only by the Red Baron.

Yet the submariner was dead within six months of his deed, killed in command of U29 when it was rammed by HMS Dreadnought.

Hereward Hook and 180 other sailors was picked up by a fishing smack, transferred to a destroyer, and landed in Harwich that evening. The next day Messrs Gieve’s had a new uniform ready for him.

Having dismissed the U-boat threat before the sinkings, and put ships it knew were obsolete in harm’s way, the Admiralty’s official findings naturally absolved the top brass and instead scolded the squadron’s commanders for being so lax in waters where they were “certain to be attacked by submarines.”

Privately, however, the Admiralty was severely shaken – especially when it learned a single submarine had caused such a disaster. In the ensuing months it was seized by what some historians dubbed ‘periscopitis’.

“Nothing that had yet occurred had so emphatically proclaimed the change that had come over naval warfare,” the Royal Navy’s official historian Sir Julian Corbett observed. The submarine had come of age.

On a personal level, the loss of the three ships – and especially the heavy toll of reservists and cadets – has cast a very long shadow, such that there are large-scale commemorative events on both sides of the Channel this month to mark the 100th anniversary.



PHOTOGRAPHIC MEMORIES

OR RATHER canvas memories, for our dip into the seemingly bottomless archives of the Imperial War Museum this month has pulled out this striking painting of the dying moments of HMS Pathfinder.

The man behind the brush was William Lionel Wyllie, the pre-eminent Naval artist of his age. Equally at home capturing sail or steam, the Portsmouth-based Wyllie reproduced the Royal Navy in the glory of triumph – such as the stunning panorama of Trafalgar which now enjoys pride of place in the historic dockyard – and in the sorrow of tragedy.

There were, as far as we’re aware, no photographs of HMS Pathfinder’s sudden and horrific demise.

But there were survivors of – and eyewitnesses to – the first warship lost in the Great War to a U-boat.

Oberleutnant zur See Otto Hersing and his U21 was one of three boats dispatched to the Forth Estuary with the hope of catching the Royal Navy’s ‘splendid cats’ unaware – Rosyth was home of Beatty’s battle-cruiser force.

Hersing lingered around May Island, gateway to the Forth, waiting for the enemy to appear. He did not have to wait long.

On the morning of September 5 cruiser HMS Pathfinder and the ducks of the 8th Destroyer Flotilla carried out a sweep of the outer firth.



The ducks turned back around lunchtime, but Capt Francis Martin-Peake in the Pathfinder continued his patrol.

It was a sedentary sweep by the ten-year-old scouting cruiser, already obsolescent if not obsolete, her top speed of 25kts now reduced to a mere 5kts by a shortage of coal.

In short, Pathfinder was a sitting duck.

Shortly before 3.45pm, Otto Hersing seized his chance from a range of little over 2,000 yards.

Los! Away. “I fired the first live torpedo in the history of the world,” Hersing rather smugly observed in his memoirs.

Scything through the North Sea at 27kts was a G6 torpedo, 1½ft in diameter, 20ft long and packing 350lb of explosive.

Pathfinder’s bridge team didn’t see Hersing’s periscope, but they did spot the tell-tale streak of a torpedo’s wake.

At 2,000 yards, it gave the cruiser just over two minutes to react. React she did. One engine full astern, the other full ahead, the rudder hard over.

To no avail. Hersing’s torpedo struck Pathfinder beneath her bridge, piercing the two-inch-thick armour.

The impact alone and the hole it left may have done for the cruiser, but a second

cataclysmic explosion tore the ship apart – in all likelihood the fires caused by the torpedo ignited her magazine, throwing columns of black and white smoke into the air.

Pathfinder went down in four minutes, her death quick, but violent. Her stern was thrust out of the North Sea at an implausible 60 degrees. Her bow broke away under the strain. The fore mast and fore funnel collapsed. A stern 4in gun came off of its mounting and spiralled into the water, taken its crew with it.

For those below there was no hope. For those on the upper deck little, for there was

no time to put the boats away – and almost no flotsam to cling to in waters no warmer than 60°F.

As a result, the death toll was terrible. No more than 18 souls survived the loss of the Pathfinder. Two hundred and sixty-one officers and men – the latter almost all Chatham ratings – perished, among them one Stoker 1st Class William Wyllie (no relation).

Destroyers closed on the scene, while the lifeboat from St Abbs on the south shore of the firth was launched. Its crew returned with a story of horror, as recounted to the budding novelist Aldous Huxley, recuperating in Scotland from illness.

“There was not a piece of wood, they said, big enough to float a man – and over acres the sea was covered with fragments – human and otherwise. They brought back a sailor’s cap with half a man’s head inside it.”

Publicly, the Admiralty would claim – with some degree of success – that Pathfinder had fallen victim to a German mine (indeed the six RN vessels lost in the first month of war had done just that).

And privately, many Naval officers believed the official line – although Francis Martin-Peake corrected them; Pathfinder’s commanding officer was one of the few survivors.

The Commander-in-Chief

of the Grand Fleet, Admiral Jellicoe, took Martin-Peake at his word – and took the U-boat threat seriously, almost to the point of paranoia.

Yet too many of Jellicoe’s contemporaries did not. Hubris inevitably leads to nemesis – but it was the flower of Britain’s youth who would pay the ultimate price, not the men laden with gold braid.

As for Otto Hersing, the 29-year-old Alsatian would prove to be one of the Kaiser’s most adept U-boat commanders.

He would sink three more warships – earning him the nickname *Zerstörer der Schlachtschiffe* (Destroyer of Battleships) – and three dozen merchantmen before the war’s end.

News of his historic success against the Pathfinder would not be announced until late September.

By then, the German people had another U-boat hero to hail – and Britain a far worse naval tragedy to mourn.

■ This picture (Art 5721) was painted by Wyllie in 1920 and held by the Martin-Leakes until the vice admiral’s family donated it to the IWM.

It and in excess of ten million photographs and items of artwork held by the museum can be viewed or purchased at www.iwmcollections.org.uk, by emailing photos@IWM.org.uk, or by phoning 0207 416 5333.



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● Instructor Lt Mark Barber with students Josh Smith, Dan Burnett and Jack Hudson; Above: Instructor Lt Dave Drennan with student Lt Steve Doughty

Above: The cockpit simulator

Flying start for members

CAST your mind back to when you took your driving test. Remember how nervous you were?

Now imagine having to take that test every day for several months.

That's exactly what happens to students learning to fly helicopters at 705 Naval Air Squadron, part of the Defence Helicopter Flying School.

The Shropshire-based squadron – motto: delivering excellence in flying training, safely and efficiently – marks its 75th anniversary this year.

"Students are under huge pressure," said CO Lt Cdr Becky Frater. "We are not just assessing their flying but also their officer qualities; their personalities, every aspect of their character is examined every day."

The former Black Cat display team pilot added: "705 is unique, its depth of heritage comes from flying training – every Royal Navy rotary pilot will have come through 705, therefore everyone has memories of 705."

"At 705 we have every Service and every aircraft represented in our instructors – a real depth and wealth of experience."

"DHFS is something I really champion. It sets an example to all three Services. I spent eight years in the Army, been in the Navy for eight years and work with the RAF."

"The Fleet Air Arm is a tight-knit family and these wings badges are most prestigious, it

Squadron marks 75 years of service

705 FLIGHT stood up in June 1936 and achieved squadron status three years later.

The flight operated Fairey Swordfish from the battlecruisers HMS Repulse and Renown.

In WW2 the squadron protected troop convoys on the North America and West Indies Stations.

Returning to RNAS Lee-on-the-Solent in Hampshire, the squadron was disbanded in 1940.

It was reformed in 1945 and recommissioned in 1947 at RNAS Daedalus, Gosport, flying the Sikorsky Hoverfly. That year an instructor from 705 carried out the first helicopter deck landing on a Royal Navy Ship, HMS Vanguard.

705 NAS moved to RNAS Culdrose in 1957, flying the Westland Dragonfly, the Hiller HT1



and the Sikorsky S55.

At Culdrose the later marks of Hiller and Whirlwind were flown.

The aircraft were replaced by the Westland Gazelle HT Mk2 in 1974.

Between 1975 and 1992, squadron instructors performed as the Sharks helicopter display team.

In April 1997, 705 NAS was disbanded and reformed at RAF Shawbury in Shropshire as part of the Defence Helicopter Flying School, flying the Eurocopter Squirrel HT Mk1.

The squadron are celebrating their 75th anniversary with an event at RAF Shawbury this month. All previous members of 705 NAS are welcome to attend and are invited to contact Lt Barber or Sub Lt French via the squadron ops desk.

is a wonderful thing to be in charge of.

"The Fleet Air Arm is experiencing a real renaissance, it has an air of excellence and whatever anyone else says, flying off a ship in the middle of the ocean is the hardest thing you can do in a helicopter."

Lt Cdr Frater, 40, is one of 21 instructors – with 75,000 flying hours between them – charged with teaching students from all three Services in the Squirrel helicopter. The instructing staff includes three from the Army and five from the RAF.

"I have an inclusive mantra – to create an environment where

everybody can come to work and do their best and to feel valued."

This is felt in the happy atmosphere that pervades the two-storey squadron building. Every class photograph is displayed on the second floor, with current instructors having been identified in their 'younger days' by today's eagle-eyed students.

Four classes a year go through Shawbury for the six-month courses, two at 705 and two at neighbouring 660 Squadron Army Air Corps. The initial flying-training course teaches basic rotary-wing skills and emergency handling, including engine-off landings, culminating in a first

solo and a handling check. The next phase of the course is where basic skills are consolidated and developed into more applied techniques. The syllabus includes non-procedural instrument flying, basic night flying, low-level and formation flying, mountain flying (at Snowdonia) and an introduction to winching for RN students. It all culminates in a final handling test.

Lt Cdr Frater said: "Current and future students have a focus now on the new HMS Queen Elizabeth carrier. There are exciting times ahead.

"We are a long way from the sea, both physically and

metaphorically as we are the first rung of the training process, but seeing people graduate is rewarding, although the real reward is seeing them get their wings.

"We get invited to all three Services' wings graduations and it is great to see how each Service does it."

Lt Andy Charlton, 26, from Gosport, was among the latest class to complete training at 705.

"I watched Top Gun far too many times as a kid. My dad was a submariner, although he joined as a pilot but injury put paid to that. I only decided to join up towards the end of my third year at university," he said.

"Our work will be more exercise based, unless anything kicks off, and we'll get to see some amazing places."

Colleague Lt Will Ellis, 30, from Essex, said: "Here it's more like doing your A-levels than being in junior school, you are trusted to get on with it."

Fellow student Flt Off Phil Risby, 25, from Luton, added: "This course sees the biggest change in your ability in the shortest time. It's probably the most amount of learning anyone can do in the shortest possible time."

He, along with Flt Lt Jenny Boyd, will now join 60 Sqn RAF and both hope to fly Chinook helicopters.

"One of the nicest things about this course is working with the other Services," said Flt Lt Boyd,

27, from Berkshire. "It's a really good course, there is a steep learning curve. Sometimes you have a bad day, I had a suicidal Monday, but then went to the simulator and sorted it out."

Former RAF Serviceman Steve Cummings is one of the two men who operate the simulator, which is housed in a neighbouring hangar.

He said: "We operate in a lower-stress environment and it enables students to consolidate what they have learned. We have hard evidence that we have saved a couple of students."

The simulator, which is due an upgrade to include a more realistic view of the Shawbury area and a computer screen as found in the real Squirrel, gives students instant feedback. Any error will see the trainer halt the progress of a simulated flight and point out where the error has occurred. It helps students who may struggle with an aspect of training and allows them to put in extra practice.

"In really bad weather all the instructors go home and we work late," joked Mr Cummings.

The flight line at 705 is a hive of activity in the sleepy Shropshire countryside. There are often around 35 flights a day, with Cobham contracted to supply 19 operational Squirrel helicopters every day.

Students receive one-to-one tuition, which can take place in





● Student Rowan Duncan watches instructor St Sgt Kev Barrett demonstrate a point

● Flt Lt Nick Summers in the cockpit of a Squirrel helicopter

S of rotary club

one of the classrooms on the second floor of the squadron.

Instructors frequently fly three times a day with their students, while instructors overseeing courses may only fly once or twice a day – a big ask on top of their administrative duties.

As well as the basic flying courses, a number of other, sometimes bespoke, courses are run, including certified to instruct; pilot refresher, UK orientation course for exchange students from the USA and Australia for example, and senior officers' familiarisation courses.

705 also has three aircrewmen on the squadron who will be delivering a new advanced navigation module on the Joint Aircrewman Course (previously RN and the Army Air Corps ran separate training). The JAC will also see the first direct-entry

personnel into the RN and ACC, a move not seen since WW2.

CPOACMN Stephen ‘Tiny’ Hart, who moved to Shawbury last year, said: “I have been assigned here to be the RN mentor for direct-entry aircrewmen as well as carry out the duties of the Chief Aircrewman.

“Previously students came to 705 for aircrewman grading, common core ground school and an aircrewman nav lead-in course before moving onto their operational conversion unit. However, there is a transition from that to the Joint Aircrewman Course.

“The new JAC will see direct-entry students for the first time, although sideways entry into the branch is still open. JAC is six to seven weeks of ground school before moving on to module one, basic skills with 60 Squadron RAF.

“This will be the first time students have flown in a

helicopter. They will go from learning how to strap into the aircraft to being in charge of marshalling a landing in a field.

“The second module will be at 705 and consists of advanced navigation. 705 will take them from navigating at 2,000ft over a large town down to 100ft to find a lone barn in a field.

“The third module is a maritime winching and mountain package at RAF Valley. If successful at all three modules the students progress onto their operational conversion unit, wings and then front line.

“Aircrewman is a really good job. It is a responsible and rewarding job for a rating. You work very closely with officers and it is one of the few jobs where you will work directly beside your CO as part of a crew.”

CPOACMN Hart, who joined the Navy aged 16, has seen service in Mozambique, Sierra Leone, Oman and Iraq

in Mk 4 Sea Kings. He began working on Merlins in 2004 and has instructed on 824 NAS and served in HMS Northumberland as part of 829 04 Flt.

“The 705 job is brilliant. It is completely different from my previous job at 824. It is a real eye-opener to the bigger flying training pipeline.”

As the rotary wing of the Fleet Air Arm moves to Merlins and Wildcats, it is likely 705 will undergo further changes, particularly as the DHFS is due for a revamp in April 2018 – but the squadron's history will hold it in good stead, says Lt Cdr Frater.

“705 will feature prominently in the delivery of maritime flying training as it is mature and well established,” she said.

“We now have a generation of pilots who know they are going to spend their careers at sea, on the new carriers.

“They have exciting futures ahead of them.”

Damn my left foot

IT's been many years since I passed my driving test (and not at the first attempt), so I wasn't very optimistic of success in a Squirrel, writes Lorraine Proudflock.

My flight with instructor Flt Lt Nick Summers saw us head east from RAF Shawbury, through an area known as Hodnet Gate – marked by a large country house on one side and a caravan park on the other.

Flying at 1,000ft, we made for a small airfield at Ternhill and then on to Chetwynd – a field which looked like many others until we were almost there and two orange windsocks became visible.

I was enjoying the view, particularly of peoples' gardens and swimming pools, but at Chetwynd I got the chance to 'hover' the Squirrel.

It is much more difficult than it sounds, particularly when you have a heavy left foot – a fact Flt Lt Summers reminded me of on more than one occasion. I would prefer to think it was the four-sizes too big boots I was wearing rather than my clumsiness!

The temptation to look at the controls rather than at a fixed point in the distance – a church spire – is difficult to overcome, meaning the aircraft moved sideways rather too quickly for my liking (or that of Flt Lt Summers).

At a mere 300ft above ground we then experienced some low-level flying. It gives you a completely different perspective of the terrain. For example a large lake, marked on a map, was invisible until we climbed higher and it appeared above the tree line to our right.

Then it was back to RAF Shawbury, via the town of Market Drayton and over an old airfield, now a farmer's field. While it was impossible to tell the field's history from the ground it was clear from the air what the site used to be (the ends of the old runway were clear of crops).

The flight was over far too quickly – it felt as if we had only been flying for a few minutes rather than for 45.

Completely different from when I took my driving tests....



● Squirrel helicopters on the flight line at 705 NAS, RAF Shawbury in Shropshire

Pictures: Ian Forshaw



● Prince Charles – known as the Duke of Rothesay in Scotland – takes the salute as sailors march past in George Square (below) following the national service of thanksgiving at Glasgow Cathedral

Pictures: CPO(Phot) Tam McDonald, FRPU North



● HMS Protector's sailors pay their respects in Ghana (left) and off the coast of the same country (right)

Pictures: LA(Phot) Jay Allen, HMS Protector



● Respect shown too by HM Out' campaign

'Unbroken glory, a g

FOR some it was a cross cast into the endless grey wastes.

For others a symbolic candle in a cathedral. And for others still a solitary flare drifting in the light sea breeze, momentarily lighting up the night before fading.

Wherever they were in the world on Monday August 4, sailors and Royal Marines paused to reflect on the daunting prospect their forebears faced exactly 100 years to the day.

A century earlier, the fateful signal 'Commence hostilities against Germany' had flashed around the ships and establishments of the world's largest navy as the British Empire locked horns with the Central Powers in the conflict starting to engulf the Continent.

And thus did a European war become a world war, the First World War.

The 100th anniversary of the beginning of the four-year conflagration which reshaped the political and physical map of their world and left scars still unhealed today was a moment for national commemoration and reflection.

There were private events and very public services, acts of remembrance on a small and grand scale.

In the Caribbean, HMS Argyll halted her drugs-busting patrol for a service off the coast of Anguilla.

"My great grandfather was a gunner in the Royal Artillery," said CPO(ETWE) 'Henry' Cooper.

"He survived the war; however the number

of people who didn't is staggering.

"I think it is immensely important to remember the sacrifices made during that conflict; I couldn't avoid thinking of my great grandfather today when we were reminded of the scale of loss and suffering."

In the West African country of Ghana the men and women of HMS Iron Duke and RFA tanker Black Rover paid their respects at a Commonwealth War Grave, in Takoradi, where the Commanding Officers of both ships laid a wreath at the monument to a sailor from the Great War.

Also in Ghana, but along the coast at Accra, sailors from ice patrol ship HMS Protector gathered at Christiansborg Cemetery for a poignant ceremony held in humid conditions under a steady equatorial drizzle.

The ceremony – attended by troops from the Ghanaian Army – coincided with the first shots being fired in neighbouring Togoland (in 1914 a German colony, in 2014 an independent republic simply called Togo) and the first Ghanaian soldier to join the Empire's forces; Alhaji Grunshi signed up for the British Gold Coast Regiment and survived the war, achieving the rank of Sergeant. He was Mentioned in Despatches and was awarded the Military Medal for his part in the East African campaign.

Back at sea, the survey ship's crew continued commemorations by casting crosses into the Gulf of Guinea after CO Capt Rhett Hatcher had delivered a reading before crosses were cast into the sea.

In Bahrain the ship's companies of HMS

Defender and several of the RN minehunters stationed in the kingdom also attended solemn services of remembrance, as did sailors and airmen thousands of miles away at RNAS Culdrose, where chaplain the Rev Alastair Mansfield led proceedings.

Among the more remote locations for ceremonies, Dunvegan on the west coast of Skye, where eight sailors from Faslane lined up alongside Army and RAF comrades, the local Cadet Force, HM Coastguard, the Royal British Legion and veterans for a service in memory of those who had given their lives in the conflict, including some 45 locals – this from a village of just 400 souls.

The public who attended were treated to a flypast from an RAF Typhoon, the presentation of a torch, and wreath and poppy-laying ceremonies.

"The turn-out by the public was inspiring – especially for such a small community," said AB Callum Stone.

"Even at 11pm the remembrance continued with a lone piper playing at the memorial. It was a very moving moment and showed just how much the Dunvegan community cared and respected those who had given their lives."

Events at Dunvegan did not register on the international media scale.

Those at Mons, in Belgium, did. A Royal Marine and three soldiers performed readings from the Great War at an event in the Commonwealth War Graves Commission's cemetery at St Symphorien in the presence





S Argyll's sailors in the Caribbean before darkening the frigate for the 'Lights'
Pictures: LA(Phot) Steve Johncock, HMS Argyll

● A flare from HMS Tyne briefly lights up the Channel off Folkestone
Picture: Lt Matt Winwood



● The impressive 'step short' memorial arch is dedicated in Folkestone where (below) guest of honour Prince Harry enjoyed a lighter moment with sailors and soldiers amid solemnities
Pictures: LA(Phot) Keith Morgan, FRPU East



of the Duke and Duchess of Cambridge and Prince Harry, the Prime Minister and other senior figures.

The main act of national – and Commonwealth – thanksgiving took place in Glasgow attended by members of all three Services, as well as Prince Charles, Prime Minister David Cameron and Scotland's First Minister Alex Salmond among others.

Guaranteeing that personnel marching and on ceremonial duties in Glasgow met the highest standards demanded by the solemnity of the hour was WO1 Dickie Henderson, State Ceremonial Training Officer at HMS Collingwood.

"Ensuring that all personnel from across the three Services were immaculately turned out and precision perfect in their duties was an important part of this act of remembrance," he said.

The warrant officer was also the only British Serviceman among eight military personnel from across the Commonwealth acting as a candle bearer during proceedings in Glasgow cathedral.

"There were some very moving elements to the service, particularly a couple of the readings, and carrying the candle and handing it to the children was a poignant symbolic moment of hope," Dickie added.

Bringing national commemorations to a close was a second church ceremony, this time at Westminster Abbey, during which Service personnel extinguished candles in the Abbey – part of the 'Lights Out' campaign.

The public were encouraged to turn all

lights out bar one, echoing the melancholy observation of Sir Edward Grey, Britain's Foreign Secretary in 1914, who remarked to a colleague on the last night of peace: "the lamps are going out all over Europe; we shall not see them lit again in our lifetime."

Lights were extinguished in the MOD's Main Building and the Old War Office for an hour.

In the Caribbean, Argyll joined in, turning off all her lights in sequence with the exception of one on the bridge – which was also eventually turned out.

And in Portsmouth, all ships alongside in the naval base sounded their sirens for 30 seconds at 11pm precisely (12pm Berlin time) – the hour war was declared in 1914.

The Lights Out initiative came to an end in Folkestone with a single, fiery tribute, a solitary flare fired by HMS Tyne over the waters of the Channel off the port.

The fishery protection ship spent the day off the Kent coast as Folkestone hosted an impressive anniversary event to dedicate the Step Short memorial arch.

Now largely eclipsed by its near-neighbour Dover, in the Great War Folkestone was a major port of embarkation for troops being dispatched to the Western Front. As troops marched towards their ships, the order was given to 'step short' to deal with the gradient down to the harbour.

Prince Harry dedicated the arch, and took the salute as 97 Servicemen and women from all three Services, supported by the Band of the Brigade of Gurkhas, marched through it,

and on towards the port.

"It was an honour to be a part of the national First World War commemorations in any case, but to be part of the final closing events is especially poignant for us," said Lt John-Paul Fitzgibbon, Tyne's Executive Officer.

"This was a chance for the serving personnel of today to reflect on the huge sacrifice made by the Armed Forces, including the Naval Service, during the Great War such that we may live in freedom today."

That was the last act of August 4 – but not the last act of commemorations marking the opening rounds of the war.

Whilst it would be mid-August 1914 before the British Expeditionary Force entered the fray, the Royal Navy was in action from the outset.

On August 5, the first British shots of the war were fired from the guns of destroyer HMS Lance as she engaged – and subsequently sank – the German minelayer Königin Luise in the North Sea.

The mines the Kaiser's ship had sown went on to claim the Royal Navy's first victim of the conflict, cruiser HMS Amphion, on August 6.

To mark both anniversaries, HMS Mersey took part in a sail past and ceremonial gun salute, fired by the Royal Yacht Squadron in Cowes.

A single cannon was fired, followed by a minute's silence.

■ Imperial War Museum opens revamped WW1 galleries – see page 23



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● An instructor plays the part of a suspect as Sgt Amanda Webb covers while PC Stuart Dunn extracts the man from a car during a training exercise at HMS Nelson Pictures: LA(PHOT) Keith Morgan

SWAT-ting up for firearms training

AN ARMED Ministry of Defence policewoman trains her Heckler & Koch MP7 on a suspect in Portsmouth Naval Base.

The man is removed from his vehicle by a second armed officer before being restrained and taken away – for a cup of tea and a debrief.

For the ‘suspect’ is nothing of the sort, merely acting a role to allow MOD police officers to practise their firearms training.

While such drills are not a common sight at the base, firearms officers are – and now there are more of them thanks to a pioneering effort.

A dozen officers have completed the first Initial Firearms Officer Course to be held at the base.

During the six-week course over the summer, the students carried out real-life scenarios in Portsmouth and at Fort Blockhouse, Gosport, as well as SWAT-ting (Special Weapons and Tactics) up in the classroom.

The first two weeks saw them learn how to handle the MP7 personal defence weapon or SA80 gun, plus Tasers. The remaining weeks consisted of tactical training, interceptions, vehicle drills and dealing with armed threats.

Sgt Mick Flynn who, along with PC Andy Evans and PC John Brennan, taught the course said: “The course has been really good. After the first two weeks everyone qualified on the MP7 or SA80 plus the Taser.

“We include real-life scenario



● Sgt Glenn Marnoch



● Sgt Alan Cameron

assessments and, as in real life, it changes during the exercise. It has worked really well.”

All the students had previous experience of working as armed officers but for some it was many years ago.

Sgt Alan Cameron, from Clyde, said: “It’s been 22 years since I handled a gun. It’s daunting at first but the training has been excellent. It’s been completely new for me but the camaraderie has been excellent and overall it’s been a joy.”

Sgt Amanda Webb, who is based at HMS Nelson, said: “I have learned so much on this course. The instructors are great and there’s a good group of people. We all get on well.”

The course is normally taught

at MOD Police headquarters in Braintree, Essex, but managers in Portsmouth successfully argued a case to run their own course, which was then opened up to other bases across the country.

HMNB Portsmouth Insp Michelle Mahony said: “The course is very intensive and is both mentally and physically demanding and has many challenging aspects that require the ability to react in a professional and legal manner to ensure a positive outcome.”

There are a large number of MOD Police officers, including the Marine Unit, based in Portsmouth. The trial has been so successful it is being repeated at HMNB Devonport.



● Sgt Webb handcuffs the suspect while her colleagues cover;



Above, Sgt Webb during training



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Crews boil and toil

TWO Royal Navy ships have been making their presence felt in the tropics on either side of the Atlantic.

Both were in familiar waters – though one is more normally seen some 6,000 miles south in somewhat chillier climes.

Type 23 frigate HMS Argyll, which was in the Caribbean just a year ago on the homeward leg of a deployment to the Pacific, has this year also operated off the coast of West Africa, most notably during the 2000 civil war in Sierra Leone.

And the legacy of war was uppermost in the minds of Argyll's sailors around the Caribbean and beyond on her current deployment as they honoured those who sacrificed their lives in conflicts.

During a stopover in Antigua a service was held at the graves of soldiers who died during WW2, while a wreath was laid at the Great War memorial in St Johns.

Argyll's Executive Officer Lt Cdr Chris Ansell said: "It is humbling to visit these graves from the Second World War and to recognise the soldiers, sailors and airmen from Antigua who sacrificed their lives during the First World War."

"It is particularly poignant to see that the Great War affected people across the world as we remember the start of that conflict a hundred years ago."

The Devonport-based frigate then travelled the short distance to Montserrat, where she took part in a three-day community engagement and disaster-relief planning visit, with members of the ship's company renovating houses, the medical team training at the local hospital and others

carrying out a beach survey.

ET(ME) Jimmy Carmalt, who helped renovate a house, said: "It was a great day – it's always good to do some work off the ship, and this was something we really felt good about."

"The locals were extremely pleased with what we did and we were just glad to help."

Teams from the ship visited locations that would be pivotal in disaster-relief scenarios to ensure the capabilities of the island and of the ship were fully understood – one such site was the Montserrat Volcano Observatory.

This work culminated in a command team disaster-relief exercise that practised Argyll's interaction with the Montserratians.

CO Cdr Paul Hammond said: "It was a great honour to visit Montserrat and continue the long relationship between the island and the Royal Navy."

"I was delighted we had the opportunity to provide assistance ashore and better understand how we can assist the islanders in the event of a hurricane or volcanic activity."

The hospitality of the islanders extended to the sports field, with the hosts winning narrowly on both the cricket and football pitches.

Although part of Argyll's remit in the region is counter-narcotics patrols, in conjunction with the US Coast Guard, disaster-relief contingency plans were again at the top of the agenda when the ship spent two days in Anguilla.

Once again the island's hurricane and disaster-relief organisations were invited on board to see the capabilities a British frigate can deliver.

Cdr Hammond also went

ashore to meet key personalities in Anguilla, including the Governor, Christina Scott.

And there was a further narrow defeat for the ship's football team, though a number of sailors were lucky enough to enjoy a round of golf on a "fantastic" local course.

The ship played her part in international commemorations marking the centenary of the start of WW1 with a ceremony of remembrance at sea.

She also supported the British government's 'Lights Out' campaign by sequentially turning off all her lights bar one, finally extinguishing the last light to echo the tribute that was paid at government buildings around the UK and beyond (see pages 16-17).

The onboard ceremony focussed on the themes of the centenary including the debt owed by the nation to those who sacrificed their lives, the role the conflict paid in the emancipation of women and the origins of a multi-cultural Britain.

The ceremony concluded with a reading of *The Soldier* by Rupert Brooke and a two-minute silence to commemorate the fallen.

Next port-of-call was the French island of Martinique, and she warmed up for the three-day visit by conducting a seamanship and communications exercise with French frigate FS Germinal.

The exercise was a small part of a series of exercises and exchanges conducted by the UK and France as part of a commitment to build a long-term mutually beneficial defence and security partnership.

After the exercise Argyll hosted a lunch for local dignitaries and

in the evening hosted a reception and capability demonstration.

Cdr Hammond said: "France and the UK work closely together worldwide and our visit here is a small part of that mutual cooperation."

He added: "We look forward to working together with our French partners during our time in the region and in particular during our forthcoming counter-narcotics operations."

The Command team visited the French regional counter-narcotics command HQ, and a dinner was held ashore for Cdr Hammond and other officers, which helped the ship's team to understand the French contribution to the collective counter-narcotics operations in the region.

The French hosts arranged a wide variety of sport for their British guests. The ship's rugby and basketball teams played teams from the French forces on the island and the two hard-fought games were enjoyed by all.

Martinique has some of the best sailing and diving spots in the world, and members of the ship's company were lucky enough to be taken sailing and to visit some of the dive sites.

Sub Lt Nathan Davies said: "Life in the Royal Navy gives you some fantastic opportunities."

"Diving at sites across the Caribbean is not something you get with every job."

He added: "Martinique is a really beautiful place and a wonderful dive site."

"All of us have been made to feel very welcome on this fantastic island."

On the face of it, ice patrol ship HMS

Protector may seem an odd choice of vessel to be working in the same tropical region as Argyll – but that was her patch when the Royal Navy opted to charter her as a replacement for HMS Endurance in 2010.

At the time she was being used as an accommodation and support vessel for workers in a new oilfield off the coast of Trinidad.

This time she used her surveying equipment to scour the seabed of the Caribbean, most recently off the British Virgin Islands to improve navigation safety, before she crossed the Atlantic to share expertise with the African nation of São Tomé and Príncipe.

While crossing the Atlantic Protector met up with HMS Iron Duke, which is at the start of a six-month deployment (see page 10).

Anchoring off São Tomé – one part of the nation of São Tomé and Príncipe (two islands 87 miles apart off the north-western coast of Gabon) – HMS Protector visited as part of her regional engagement programme.

Lying at anchor, the patrol ship provided training in navigation and mechanical engineering to members of the São Tomé and Príncipe Armed Forces and Coast Guard as well as first aid and firefighting at a hospital and the National Fire Service respectively.

Protector also hosted a reception and demonstration of the capability she carries on board to guests including Jose Salema of Policia Nacional São Tomé, Gilberto Fernandes from the UN, Comandante Marcel Vidal from the Brazilian Embassy and the Portuguese Defence Attaché.

There were also several representatives from the Tomé Ministry of Foreign Affairs fire brigade and Coast Guard.

Guests moved between the demonstrations covering the ship's main and contingency capabilities, key equipment and a précis of her past and future programme.

Discussions continued after a reception on the bridge, the evening concluded with a Ceremonial Sunset, where the Chief of Police took the salute.

The ship then sailed to Ghana for a crew change before heading for South Africa for maintenance.

While in Ghana the British sailors were joined by officials and ranks from the Ghanaian Army at the Christiansborg Cemetery for a remembrance ceremony (see pages 16-17).

While in Tema, sailors demonstrated the range of capabilities of Protector, time for the Ghanaian Navy.

Additionally, Ghanaian Navy junior rates received small boat coxswain and engine maintenance training as well as medical training in the form of basic resuscitation by Sub Lt Cdr Baldeep Bains and LS Kirsty Roach.

Surg Lt Cdr Bains said: "Opportunities were given to our students to demonstrate what they had learnt and they actively participated."

Protector will return to far south later this year for primary tasking, providing a sovereign presence in the British Antarctic Territory, playing a part in upholding the Antarctic Treaty and supporting scientific programmes.

She is due to return to the UK and her Devonport base in next year.



in the tropics



● Top left: LET(WE) Bunny Warren helps paint a community centre in Montserrat; Above: POAWW Dan Honey shares a joke with a Montserrat cricketer during Argyll's visit to the island; Top right: Special Sea Dutyman AB(WS) Chris Williams keeps watch during Argyll's visit to Puerto Rico; HMS Argyll and French frigate FS Germinal arrive at Fort de France in Martinique; Right: Mne James Sutton of 42 Cdo, serving in HMS Protector, meets a resident at a children's home in Antigua; Below: HMS Protector and Iron Duke meet up in mid-Atlantic; Left: Argyll leaves Antigua with assistance from the tug Pathfinder



Picture: Simon Ghesquière (Marine Nationale)



Picture: LA(Phot) Simmo Simpson

Pictures: HMS Argyll – LA(Phot) Steve Johncock; HMS Protector – LA(Phot) Jay Allen (except where stated)

● Left: A member of the Humanitarian and Disaster Relief (HADR) team passes information back to Protector in an exercise in the British Virgin Islands
● Below: HMS Argyll at anchor off Montserrat





Top ten at No.10 Eaglet's Balkan lessons

ROYAL Navy and Royal Marines reservists were invited to No.10 as Prime Minister David Cameron singled out their employers for supporting the reserve forces.

Ten firms – from titans of industry to family-run enterprises – were honoured by the premier under the new Employer Recognition Scheme, each receiving the first ‘gold’ awards.

Businesses can receive three awards under the scheme, introduced last year as part of efforts to expand and enhance the role of – and recognition for – the reserve forces by 2020:

- bronze (stating their intent to support defence);
- silver recognises employers at a regional level who actively demonstrate support;
- and gold at the highest national level for those who have become advocates.

Each of the inaugural ‘gold’ organisations was invited to nominate one of their reservist employees to attend the presentations in the grounds of No.10, including Lt Cdr David Cooper (**HMS King Alfred**) and A/Sub Lt Debbie Scott (**HMS President**).

In his day job as a system engineer with BAE, Lt Cdr Cooper has helped to bring combat systems from a string of Naval vessels, including Type 23 frigates and Type 45 destroyers, into service.

And as a reservist since 1986, he’s been mobilised three times in the past decade in support of operations in Afghanistan, Libya and the Gulf region, specialising in intelligence and targeting.

With a UK workforce of more than 33,000 – 8,000 in its various maritime arms – his employer is one of the strongest supporters of the Reserves, from signing the Armed Forces Covenant to promoting events such as the RNR ‘Live’ campaign.

It has pretty much bent over backwards to support reservists from



● The PM chats with a couple of Royal Marine Reservists during the reception in the grounds of No.10

Picture: Ten Events

all three Services, from helping them to fit their training into the normal working routine and also introducing a ‘buddy scheme’ putting experienced reservists in touch with juniors to help them when they are called up for the first time.

Such efforts led HMS King Alfred’s CO Cdr Tony Stickland to put BAE forward for a gold award.

By day, Debbie manages government relations for Hewlett-Packard where she’s worked for five years, following a career in the Conservative Party press office and the European Parliament.

As part of the MOD’s drive to recruit reservists, she took on the role of ‘UK Reservists’ Champion’ at HP, setting up an internal communications network for employees who are serving reservists, veterans or are interested in joining.

As the point of contact for all reservists within the technology giant, the junior officer has also presented at company open days and made a concerted effort

to encourage employees to consider applying to join the Joint Cyber Reserve Unit – for which the response from employees has so far been overwhelming.

As for her firm, HP is one of the top five suppliers to the MOD and many employees already work closely with the UK military on global operations.

HP was also one of the first companies to sign the Armed Forces Corporate Covenant and the company’s support for the military and reservists in particular, stems from the very top of the organization – chief executive Meg Whitman has vowed to position the company as the employer of choice for reservists and veterans.

In the wake of the first gold awards, this autumn silver presentations will be made; if you believe your employer is worthy of recognition, you can nominate them at www.gov.uk/government/groups/defence-relationship-management

OFFICERS from Liverpool’s Royal Naval Reserve unit **HMS Eaglet** visited the war-torn Balkans for a better understanding of two conflicts which framed the 20th Century.

The first shots of World War 1 were fired in Sarajevo, capital of Bosnia and Herzegovina, when Austrian Archduke Franz Ferdinand and his wife Sophie were assassinated in June 1914.

The global conflagration their deaths led to left the world with tensions and grievances, many of which were still unresolved in the 1990s – not least the break-up of Yugoslavia and a brutal three-year war in Bosnia.

Sarajevo was under siege until after that war ended – nearly four years of torment when upwards of 14,000 people were killed, half of them civilians, under a rain of shells from the surrounding mountains as well as snipers.

Nearly 20 years after that bitter civil war ended, and 100 years after Gavrilo Princip fired the fatal shots which sparked the Great War, Eaglet’s wardroom headed to the Balkans to learn first-hand about the impact of both conflicts.

The group met the UK Defence Attaché, Lt Col Rob Tomlinson, who is responsible for efforts by the MOD and Foreign and Commonwealth Office to build the foundations of a united and peaceful Bosnia.

The Eaglet officers learned about the politics and reasons behind the two conflicts – and the Europe-wide consequences of unrest in the Balkans. The visit coincided with the 100th anniversary of the archduke’s murder – a date which was marked by re-enactments, conferences and various commemorations in Sarajevo.

The impact of more recent conflict is much more evident. The damage of the bloody and violent war of the early 1990s is still visible in every street and most buildings across Bosnia.

The reservists met a number of key individuals from the period – journalists, diplomats, criminal investigators and NATO press spokesman Derek Chappell, who is also an internationally-recognised

author on the history of the region.

The country of Bosnia-Herzegovina is in a period of transition and rebuilding in which the EU has established the office of Special Representative who directs aid and funding to the country which has ambitions of joining the EU.

The young officers were invited in to attend a briefing outlining the plans for the country and the efforts being made by the new generation of politicians in the country.

The UN’s International Criminal Courts Tribunal has an office in the city and has been successfully investigating the many ruthless crimes committed during the conflict, including the Srebrenica massacre when some 9,000 men and boys were summarily executed in July 1995.

Günter Schweiger, the deputy head of the mission, outlined its work and shed light on the capture and trial of General Ratko Mladić – the latter is still ongoing in The Hague.

“This was one of the most interesting parts of the trip, to get an insight into the inner workings of the Criminal Tribunal was unique in my career to date in the RNR,” said Midshipman Chris Sampson Jones.

The trip would not have been possible if it wasn’t for Lt Pat O’Callaghan, Eaglet’s staff officer, who served in Sarajevo in 2008 and 2009 as part of Operation Althea, the ongoing international security mission in Bosnia and Herzegovina.

“The trip has provided a huge amount of historical content on the conflicts which have affected the region over the past 100 years for the young officers,” said Pat.

“I am confident it has provided the young officers with a positive and valuable experience.”

It was indeed, said Sub Lt Philip ‘Willy’ Roberts, Eaglet’s young officer training officer.

“The whole experience has been tremendous; the people and organisations who have wanted to engage with us and educated the team on the history of the Balkans has been fantastic,” he added.

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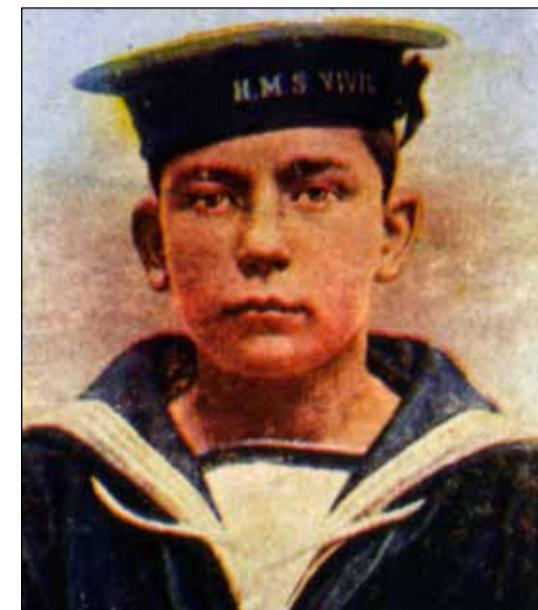
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● The imposing sight of the 5.5in gun of HMS Chester as manned by John Travers 'Jack' Cornwell at Jutland in May 1916 – one of the naval centrepieces of the new galleries at the Imperial War Museum in London. The battered starboard side of Chester's forebridge can be seen (top right) while 16-year-old Cornwell received a posthumous VC for his stoicism at the gun in the tumult of the battle and became a national hero and subject of wartime propaganda, such as cigarette cards (above right)

Pictures: Imperial War Museums

Navy hero takes his place in memorial to Great War

A MODEL of a battleship, a gun used at the Battle of Jutland and a stuffed pig's head all represent some of the Royal Navy's involvement in the First World War at the Imperial War Museum's new exhibit.

Part of the museum's £40m transformation includes new First World War galleries to mark the centenary of the Great War, telling the story through the eyes of people in Britain and its then Empire.

As visitors step into the gallery they are met by three models of ships – the Dreadnought-class battleship HMS Hercules, along with the mail ship SS Gloucester Castle and merchant vessel SS Nonsuch – and newsreels introducing you to Britain at the turn of the 20th Century when the Royal Navy literally ruled the waves.

Further on you arrive at the World War section, dominated by the Naval gun from HMS Chester at which 16-year-old Jack Cornwell was mortally wounded at the Battle of Jutland and received a posthumous VC.

In the same section you come across a pig's head mounted on a plaque. The animal was rescued by the crew of HMS Glasgow from the stricken German battleship Dresden after the battle of the Falkland Islands in March 1915.

Named after the head of the German Navy, Tirpitz the pig enjoyed daily washes and wore an Iron Cross around her neck on Sundays. Tirpitz was eventually auctioned to raise funds for the British Red Cross and when she died, her head (pictured inset) and trotters were preserved and donated to the Imperial War Museum.

Weapons, uniforms and equipment to



diaries and letters, photographs and film form the 1,300-plus artifacts on display in the gallery, which has divided the conflict into 14 areas.

The museum's head of content James Taylor said: "We felt it utterly crucial that our visitors should see the war through the eyes of those who lived and died during the First World War."

"Their voices are constantly present; they are spoken or written in diaries and letters and in quotations embedded throughout the galleries.

"None are taken from later memoirs. We present events just as they were experienced, by men, women and children at the time and without the benefit of hindsight."

The museum has used more than 60 interactive and visual displays in a bid to engage with today's computer-obsessed audience, including a large map on a table from which symbols from Britain, France, Germany and Russia rise up out of the table to tell a story.

Elsewhere one of the most striking areas of the museum's transformation is its four-story atrium, where visitors are met by an iconic Spitfire, an RAF Harrier which saw service in Afghanistan (twice) and Kosovo, and a V1 Doodlebug suspended from the ceiling. Rising from the floor is a V2 rocket, and nearby an artillery gun, a tank and a battered media Land Rover. However one of the most thought-provoking exhibits is a burned-out wreck of a civilian car, blown up by a suicide bomber in Baghdad.

The first floor of the museum concentrates on the 20th Century's second terrible global conflagration and includes a number of extremely personal items, including

a trunk belonging to Jewish couple Leonhard and Clara Wohl.

Having safely sent their two youngest children to Britain, the couple were planning their escape from Nazi Germany to South America, and sent the trunk ahead of them. Two weeks later war broke out and, in 1943, the couple died at Auschwitz.

The museum's second floor – Peace and Security – is given over to and includes conflicts from 1945 to the present day. A Desert Hawk drone used by British forces sits opposite a Honda motorbike used by the Taliban to gather intelligence and a suicide bomber's vest retrieved from an insurgent's failed attack.

The third floor concentrates on art – along with some of the more unexpected objects in the museum's collections, ranging from a wooden wheel discovered in Germany in 1919 thought to be for a new aircraft, through to the packaging from a seized parcel containing parts from Saddam Hussein's super gun.

The art galleries include more than 110 paintings, sculptures and drawings focusing on WW1.

Overall the museum has displayed more than 60 objects for the first time, including Margaret Thatcher's Spitting Image puppet, the witness stand from the Lockerbie trial and a Taliban suicide vest.

The IWM's principal historian



● The impressive new-look atrium at the Imperial War Museum while (bottom left) the bow and battery sections of midget submarine X-7 features in the WW2 displays and a vest recovered from a failed suicide bomber (below) brings the story into the 21st Century



Nigel Steel said: "Our aim has not been simply to tell a story of conflict over the past 100 years. Instead we are looking to raise questions about this vast and complex subject; to provoke consideration and curiosity and challenge people and surprise them. "The result is not a traditional didactic gallery but a series of highlights,



of snapshots into the vast subject of bloodshed and conflict since 1914."

Director General Diane Lees added: "The museum is here to ensure that future generations understand the toil and sacrifice of individuals and the impact that war had on the world in which we live now."

Entry to the museum is free. See www.iwm.org.uk.

Super six complete the 1664 Challenge

THE Royal Marines' epic 1664 Challenge is over.

The six who skied, sailed, cycled, canoed and ran, marched into the City of London for a final parade.

The 1664 Challenge, which started at the beginning of February, saw six Royal Marines ski 1,664km across Norway, sail 1,664km from Norway to Cadiz, cycle 1,664km from Cadiz to Calais, canoe across the English Channel and run 1,664km through England, Wales and Scotland, a total of 4,136 miles.

More than 4,200 other Royal Marines and Army commandos accompanied the six on various legs of the challenge.

The end of the challenge saw the six follow 700 Royal Marines who exercised their privilege to march through the City of London, with colours flying, drums beating and bayonets fixed, for only the fourth time in their 350-year history, between the Honourable Artillery Company (the birthplace of the Royal Marines) and the Guildhall.

Cpl Tom Rounding, one of the six Royal Marines who completed every leg of the challenge, said: "The whole challenge has been pretty amazing and I'm so glad that I was given the opportunity to have taken part in an event that marks the illustrious anniversary of the Royal Marines."

Lt Col Gary Green, whose brainchild the challenge was, said: "The challenge exemplifies exactly what the Royal Marines are all about – courage, determination, unselfishness and cheerfulness in adversity. It has been an incredible success and a fitting way to celebrate 350 years of the Royal Marines."



● The six Royal Marines march through London at the end of the 1664 Challenge
Picture: POA(Phot) Owen Cooban

Marine keeps it in family for ride

SERVING and retired Royal Marines and Royal Navy personnel completed a 350-mile cycle ride as part of the Royal Marines 350th Anniversary commemorations.

The 108 cyclists departed the Royal Marines Museum in Eastney for the epic cycle ride to the Commando Training Centre Royal Marines in Lympstone, Devon, before turning around and cycling back again.

The mammoth feat, organised by WO Dug Hickin, was part of a series of events taking place this year to mark the 350th anniversary of the Royal Marines.

Dug said: "This event has been 18 months in the planning and has been a great success.

"Wind and sun are not the best of friends for sleep-deprived cyclists but I am so proud of everything we have achieved."

All cycled non-stop, through the night, with opportunities every few hours for water and snacks with two meal stops overall.

Mne Jack Clarke from Fareham, who completed the challenge with his brother George, said: "I haven't had much time to train for this event with my work schedule but doing this with my brother makes it all the more special."

"We stayed together the whole way around; we didn't cycle with anyone else."

Jack's parents, Andy and Chris Clarke, were volunteers working at the event and they followed their sons' progress and were at the finish line when they arrived.

Mum Chris said: "I'm so proud of my sons."

"George has always been a keen cyclist and jumped at the opportunity to complete this challenge with Jack. I'm sure Jack's training kept both of them going through the night!"

The event has also been raising money for the Royal Marines Charitable Trust and has raised over £35,000 so far. The Virgin Money Giving page will stay open for a few more months in the hope that the team will break the £40,000 barrier.



● George Clarke, left, with his Royal Marine brother Jack
Picture: PO (Phot) Carl Osmond



● WO1 (RSM) Phil Gilby and WO2 Dug Hickin with some of the Ride 350 Cyclists at the Royal Marines Museum, Eastney

Superman joins supermen

MAN of Steel actor Henry Cavill is joining Royal Marines in the Gibraltar Rock Run to mark their 350th anniversary.

The Superman actor, whose brother is a Marine, will jet out to the Rock for the run on October 25, which will raise funds for the Royal Marines Charitable Trust Fund.

Organiser Alan Hardy said: "The Gibraltar Rock Run will see over 40 participants from the UK and many more from Gibraltar run the 5K up the famous landmark."

Gibraltar will always hold a special place in Royal Marines history and this is seen today in the main battle honour, which makes up part of their cap badge.

"We are delighted that Henry

Cavill will be joining us for the event and are sure he'll enjoy what Gibraltar has to offer."

The event will take place over the last weekend of October with more than 40 participants arriving in Gibraltar from the UK on Friday ahead of a gruelling 5km run up the 426m high infamous rock race route on Saturday morning.

Other planned celebrations over the weekend include a gala cocktail reception hosted by Lt Gen James Dutton and a Royal Marines band concert in St Michaels Cave.

For more information about the event and how you can take part visit www.gibrockrun.co.uk or email alan@gibrockrun.co.uk



● Henry Cavill

Marines help build play area

ROYAL Marines volunteered their time, grit, determination and amphibious landing craft to help build a remote children's adventure play area.

The Plymouth-based Royal Marines helped the nearby Mount Edgcumbe House and Country Park when it asked for help in reaching the site by water.

They leapt at the chance to combine their unique skills as a way of helping the community, refine their

training and to thank the estate for allowing regular amphibious training on the secluded beaches.

The project consisted of moving 38 large boulders by hand from an otherwise inaccessible beach by landing craft to another location, ready for them to form the boundary wall of the newly-built children's community playground in the Barrow Centre.

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Follow the Royal Marines during their anniversary year at www.Royalnavy.mod.uk/RM350

Uncle's tribute to HMS Illustrious

I WAS serving on board HMS Illustrious. Upon our return, my uncle's partner wrote this amazing poem on the train as he travelled to see her enter Portsmouth harbour for the final time.

I thought I would forward it to Navy News.
Illustrious
*Portsmouth Harbour opens its arms
 you warm to its embrace
 people cheer and wave at you
 is this your resting place.
 The sun is here to greet you
 and crowds line the dock
 to see a ship that sailed so proud
 it's time to stop the clock.
 The folks that sailed within your
 soul
 throughout the good and bad
 will share their tales with kith and
 kin
 of memories both happy and sad.
 First glimpse of Portsmouth
 Harbour was in 1982*

*when you loaded up your stock
 then to the Falklands without a due.
 With your sister ship Invincible
 you served our country well
 then set sail to Bosnia with tales of
 war to tell.
 Boys who've missed their mothers
 men who've missed their wives
 stand proud upon the good ship's
 bow
 prepared to give their lives.
 From Bosnia to Iraq and onto
 Sierra Leone
 you continued on your worthy quest
 to keep us safe at home.
 To all the folk that sailed with you
 although now a little rusty
 I'm sure are feeling proud today
 of the carrier known as Lusty.*

AET Tom Baker
 Aylesbury

Editor's footnote: We do not normally publish poems but thought we would make a rare exception on this historic occasion.



● Sarah Wright, of Gosport, took this photograph of HMS Illustrious as she entered Portsmouth Harbour for the final time in July. Her great-grandfather was based at HMS Vernon (now Gunwharf Quays). "It was a sad day for Illustrious," she said. "I am very proud that we were able to be there."

Double surprise for Ernie

REGARDING your June edition of *Navy News* and the sinking of U678 and your photograph of HMS Whitshed in July's edition, both reminded me of a very unusual coincidence.

I left HMS Decoy – the only one to do so – on September 5 1942 in Mombasa and the next morning was on the beach waving to the crew, tears in my eyes.

I finally got back to the UK and in 1943 was posted to HMS Whitshed.

In 1944 we were on our way back from the D-Day beaches, looking after a very large convoy and off Shoreham (I was born in Brighton) one of my submarine detectors had a possible contact which I decided was genuine.

Up to the bridge I went and our captain Tom Baillie-Grohman decided to drop a few charges to keep it away from the convoy. Two Canadian destroyers – Ottawa and Kootenay – came along and took over; they dropped charges and blew the U-boat (U678) up. HMCS Kootenay was HMS Decoy, which had been transferred from the Royal Navy.

So as I said, two editions and two mentions... surprise surprise.

Ernie Southon
 Canterbury, Kent

Happy times at Navy News

I READ with great interest your article regarding the first edition of *Navy News*.

It brought back happy memories of my time as a Shorthand Writer Wren in the Commodore's Office at Portsmouth (HMS Nelson now).

One day the Rev Tregenna-Piggot came into the office and asked if anyone had had any experience of working on a paper.

As a civilian I had worked on a local paper and offered to help. The rest is history, as they say.

Jenoffer Oliver
 (nee Newcombe)
 Stirlingshire

Beer bonus after palace guard duty

I WAS interested to read the article 'Royals on Royal duties' in the June edition of *Navy News*.

It set me thinking about my own experience and how many times the Royal Navy has mounted a Royal guard at a Royal palace.

In 1950 I was serving in the boys' training flotilla (HMS Wakeful, Whirlwind, Wrangler and Ulster) based at Rosyth when the permanent personnel of those ships were detailed off to provide the Royal guard at the Palace of Holyrood House, Edinburgh, during the two-week residence of the Lord High Commissioner nominated to represent the Queen at the General Assembly of the Church of Scotland.

The Lord High Commissioner for that year was Admiral of the Fleet 'ABC' Cunningham and it was he who specifically asked for a Royal Navy palace guard. He was treated and respected as the monarch throughout his stay.

Two guards (port and starboard) were trained up under the direction of Lt Cdr McPherson (if my memory serves me right) and I was selected as one of the guard commanders.

There was a ceremonial changing of the



● The Royal Navy provided the Royal Guard at Holyrood House in Edinburgh in 1950

two guards every morning with the new guard forming up at Edinburgh Castle and marching down the Royal Mile to the palace.

Sentries were posted throughout the day and night and the guard mounted for royal and general salutes on specific occasions.

I was summoned one morning to the main gate to talk to a retired colonel who, having watched the changing of the guard,

congratulated me on the smartest guard he had seen since his regiment had mounted it in the 1930s.

It was a memorable two weeks culminating, after the Lord High Commissioner had left, in my guard being invited to a tour of the local brewery – enough said.

Cdr Ian Macdonald
 Hayling Island



Ships lined up in Sliema

REGARDING the 'Blasts from the past' letter in June's *Navy News*.

The flotilla is in Sliema Creek.

I have included a photo of the line up in Sliema of ships ready to leave for the Suez Canal.

Grand Harbour is on the other side of the British St Paul Cathedral, which was built from the purse of Queen Adelaide.

In the cathedral you will find brass plaques with names of submariners, also the altar of Royal Marines, which carries the names of all Royal Marines who died in and around Malta.

A wreath is laid every Remembrance Day by Brian N Tarpey, former RM, for Central RMA UK.

Don Ligertwood
 Malta

If you submit a photograph which you did not take yourself, please make sure that you have the permission for us to publish it.

Given the volume of letters, we cannot publish all of your correspondence in *Navy News*, nor can we reply to everyone.

We do, however, publish many on our website, www.navynews.co.uk, accompanied by images.

We look particularly for correspondence which stimulates debate, makes us laugh or raises important issues. The editor reserves the right to edit your submissions.



LETTERS to the editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

E-mail correspondents are also requested to provide this information. Letters cannot be submitted over the telephone.



Each month Pusser's Rum are offering to courier a bottle of their finest tipple to the writer of our top letter. This month's winner is W B Traynor

How I became a cadet

READING July's *Navy News* certainly brought back memories of being a Dover Sea Cadet.

After Dunkirk, as a Sea Scout, our headquarters, the Clock Tower at the end of Admiralty Pier, was considered too dangerous so we were given an old church at the Eastern end of Dover seafront – this was demolished by a German shell.

Our Scoutmaster decided to apply for us to be Sea Cadets. This was accepted so I became one of the founder members of Dover Sea Cadets.

We were also given assistance by the Navy and our meeting place was the church hall just inland from the seafront, but still in range from the German shelling.

We carried on, I as a Petty Officer training as a telegraphist.

Aged 16 I joined the Royal Navy in March 1943, training as a seaman at HMS St George, Isle of Man, joining my first ship HMS Anson in October 1943, where we promptly went on Russian convoys.

I then went to HMS Duke of York when the Anson went into refit. Duke of York went to the Far East, where we joined the British Far East Fleet. It ended when we took the Japanese surrender in Tokyo Bay.

By then I was a Leading Seaman Gun Layer third class.

There followed other progressions until November 1976 when I retired as a Lieutenant.

Now aged 87 I still buy and read the *Navy News*.

W B Traynor
 Southampton

Links with Malta continue for me

REGARDING Pamela Roberts' pictures of Malta in July's edition of *Navy News*, the flotilla is pictured not in Grand Harbour but the one on the other side of Valletta, Marsamxett.

The destroyers are moored in Sliema Creek – a regular place for them. The photo was almost definitely taken during the 1930s, and certainly no later.

I was in fleet minesweepers based in Malta from 1944 to 1946 and regularly moored in Sliema Creek. I know the place well and continue to revisit Sliema very year for an annual holiday.

Mike Alston
 Maidenhead

NAVY NEWS

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EVENTS
**SEPT
27**
Traditional time

Naval Traditions Community Day takes place at Portsmouth Historic Dockyard, Victory Gate, HM Naval Base, Portsmouth. Take part in a 'Crossing the Line' ceremony, find out about the rum ration and play Uckers or other games. With the help of veterans, experience the noises, sights and sounds of the Mess Deck, and learn how to dress, talk and even pack like a sailor.

Free event. Email community@nrmr.org.uk for details



● From left, Esme Yeates, four, plays noughts and crosses with a Navy diver; One of the live displays; Max, one, Leo, four, and Amelie Davies, six, try out a life raft at the HMS Excellent families day

**SEPT
27**
Dinner date

The Royal Naval Division Commemorative Dinner takes place at The Long Room, Headingley Carnegie Stadium in Leeds on September 27. Marking the 100th Anniversary of the formation and courageous endeavours of the Royal Naval Division, this dinner features the Band of HM Royal Marines and guest speaker Professor Eric Grove.

www.leedsnavy.com/rnd-dinner



● The tug-of-war contest at HMS Sultan
Picture: LA(Phot) Dave Jenkins

**OCT
26**
Great South Run

This ten-mile course in Portsmouth takes in the Naval dockyard, the city and the waterfront. Runners with their own place can still fundraise for the RNRMC. Contact Hilary on 023 9254 8416.

THIS summer dozens of Families and Open Days have taken place right across the Fleet (and country!).

From Faslane to Devonport, serving personnel and their families enjoyed a range of fun activities thanks to more than £28,000 of funding from the Royal Navy and Royal Marines Charity.

At Navy Command HQ, HMS Excellent, children played noughts and crosses with Royal Naval divers through the glass of on-site dive tanks.

At HMS Sultan family members of all ages enjoyed rides on HMS Sultan's Super Sentinel Steam Waggon.

Merlins, Sea Kings, Hawk jets and King Air 350 Avengers sparked the imagination at this year's RNAS Culdrose Air Day, while at HMNB Clyde, birds of prey and sumo suits took centre stage, all in the glorious British sun.

Anne Carr, Head of Grants at the RNRMC, said: "Families and Open Day events remain an incredibly popular part of the Royal Navy's summer social calendar. It's one of the main times that most serving personnel get some real downtime to see their families."

"Unfortunately many units and establishments can't afford to run these alone, which is where we come in."

"It's great to see families having so much fun when their mums and dads are around."



● There was plenty to keep visitors amused at HMS Drake

Armed Forces wartime rations to be taught as part of RWBDay14


Spam, dried crackers and meat broth; hardly an appetising lunch, but the Armed Forces wartime ration packs kept men on their feet during WWI and WWII. These trench meals will be brought to the classroom as part of this year's campaign when schoolchildren are encouraged to dress up in red, white and blue and donate just £1. This annual event will be held on Friday 10th October and will give schools an opportunity to show support for families of our Armed Forces, particularly this year as we commemorate key events in our country's fight for freedom.

Visit our website to register and download a Lesson Plan, Welcome Pack and Film produced by Military Historian Dr. Andrew Robertshaw about food rations, filmed on location at Rendcomb College, Cirencester.



To register your school please visit:

redwhiteblueday.co.uk

All the money raised will be used to support the work of:



Image printed with kind permission of Andrew Robertshaw and in association with the Royal Logistic Corps Museum.

Pam drops in


PAM Edwards, from Crowthorne, took her fundraising efforts to new heights – 12,700 feet to be exact – in her attempt to raise £10,000 for the RAFBF, ABF The Soldiers' Charity and the RNRMC.

The skydive was a lifelong ambition for Pam, who was diagnosed with Parkinson's disease 15 years ago.

"It was like nothing I have ever experienced. There are no words to describe it," said Pam, who freefell for 45 seconds and reached speeds of 120mph.

"We are so indebted to our military personnel and the funds raised by my skydive will help support the charities that look after not just our

brave men and women in uniform, but also veterans and their families."

Digby Nelson, Chief Operating Officer at the RNRMC, said "We think Pam's skydiving fundraiser is nothing short of amazing."

FUNDRAISER OF THE MONTH
HMS BLYTH


ON return from a NATO deployment, the crew of HMS Blyth raised £3,500 for The Royal Navy and Royal Marines Charity RMC and the Tiny Lives neonatal unit in Newcastle.

Fundraising activities included charity darts, golf nights, weightlifting the equivalent of all seven Sandowns in MCM1 (4,000 tonnes!) and 645 miles-worth of cardio training.

Weighty task for students

SYSTEMS Engineering and Management Course (SEMC) students within the Defence School of Marine Engineering, HMS Sultan, held a fundraising event with a twist for the RNRMC.

Inspired by the launch of HMS Queen Elizabeth, two teams of students from the Marine Engineering General Service (MEGS) and the Marine Engineering Submariner (MESM) courses competed to see which team could bench press 33 tonnes in

the quickest time. The weight to press was chosen as it is equal to the weight of one of the Queen Elizabeth-class's propellers.

With seven trainees in each group, the students had set about raising funds in the hope of reaching £500. Ultimately, together, the aim was to reach the £1,000 mark.

An hour was allocated for the teams to see who could bench press the weight in the shortest time. It was the MEGS who came out victorious.



● Students who took part in the bench press competition

FUNDRAISE | DONATE | SIGN-UP TO PAYROLL GIVING

CONTACT US: fundraising@rnrmc.org.uk / 023 9254 8289 | FOR MORE INFORMATION VISIT: rnrmc.org.uk | FIND US ON FACEBOOK AND TWITTER

Spurred on by brother's memory

A ROYAL Navy sailor from Penzance, currently deployed onboard HMS Argyll, is raising funds in memory of his late brother for the Cornwall Air Ambulance.

AB Christopher Wallis, 24, tragically lost his brother Ashley Neil Arthur after he suffered a serious injury.

Ashley received treatment from Cornwall Air Ambulance paramedics. Sadly, he lost his life to the injuries he sustained but Chris wants to raise money for those who helped his brother.

Chris has inspired HMS Argyll's ship's company to raise money for the Cornwall Air Ambulance by travelling 15,000 miles through running, cycling and walking.

A mile is seven laps of the ship's upper deck and a large number of Chris's colleagues are running around the decks as often as they can to ensure the challenging total is reached.

Chris said: "Every day the members of the Cornwall Air Ambulance team are out, risking their lives to save others. The work they do gave my brother the best chance for survival, and gave me and my family hope during our darkest hour. I want to show my support for them and raise as much money as possible."

A series of special events are planned to help achieve the challenging 15,000 mile total. Members of the ship's company have raced the ship by cycling from one side of Bermuda to another and other similar challenges will take place over the course of the deployment.

HMS Argyll has deployed to the Caribbean to provide reassurance and, if required, humanitarian aid and disaster relief support to the UK's British Overseas Territories during the hurricane season.

Chris, from St Just in Penzance, said: "The opportunity I've been given to deploy to the Caribbean is fantastic and if it lets me raise money for the Cornwall Air Ambulance at the same time that is the icing on the cake. This deployment allows me to put everything I've learnt into practice which is very satisfying."

Donations are via <http://www.justgiving.com/15000milechallenge> or by texting ASHA91 along with the amount in pounds to 70070.

Sensible donation

ROYAL Marines from 43 Commando Fleet Protection Group, based at HM Naval Base Clyde, and members of the Royal Marines Association, City of Glasgow, joined forces to raise money for a sensory board for patients at the Erskine Park Home.

The Sergeants' Mess at 43 Cdo – who are headquartered at Faslane – and RMA City of Glasgow visited the Erskine hospital's specialist dementia unit.

WO2 Wayne Sear handed over a cheque for £400 to staff at the home to enable them to buy the board, which is an invaluable aid for patients suffering from dementia.

WO2 Sear, who was accompanied by WO2 Graham Guy and C/Sgt Gary Watford, said: "It's a privilege to work alongside our former Royal Marines colleagues in the RMA in raising money for such a worthwhile cause."

In the pink after 2,500-mile ride



● Colin Hicks is welcomed back by Lt Cdr Paul Robinson and members of Pink Wigs Events

ARRIVING back at Royal Naval Air Station Culdrose after an amazing 2,500-mile cycle ride former Royal Navy Search and Rescue Aircrewman Colin Hicks was staggered by the warmth of the reception he received.

There to greet Colin, who had, during his challenge, cycled to every Search and Rescue base in the country, were his family, members from the SAR Community on 771 Naval Air Squadron and friends from Pink Wig Events.

The charity was set up by his wife Sally after she was diagnosed with stage three HER2 positive breast cancer; a particularly aggressive form of the disease.

"During her chemotherapy, radiotherapy and mastectomy surgeries Sally formed Pink Wig Events along with some passionate friends," said Colin.

In all Colin's Base-to-Base cycle ride took in 27 airbases around the country.

Colin said: "I hope by doing this I've raised awareness of breast cancer and thousands of pounds as well. My wife Sally and all the other ladies who've gone through it are the true inspiration for me."

Charity snippets

■ SIXTEEN RFA Cadets raised £823.55 for a hospice during their training at Britannia Royal Naval College (BRNC).

Prior to their passing-out parade, the cadets presented a cheque to Children's Hospice South West.

Events included a quiz and raffle with prizes supplied by businesses in Dartmouth.

In total the group raised £1,647.10. The other half of the money has been donated to the BRNC charity chest.

■ A GROUP of military personnel who carried two furry patients over the peaks of the Malvern Hills have raised more than £200 for charity.

Twenty-one military nurses from the Ministry of Defence Hospital Unit (MDHU) at Queen Alexandra Hospital took part in the Coltman Honour Walk raising money for The Royal British Legion.

The tri-service group, who raised a total of £230, carried two toy bears in Neil Robertson stretchers over five peaks of the Malvern Hills, to honour the most highly-decorated soldier in British Military history, Bill Coltman VC, DCM & Bar, MM & Bar.

■ Ten keen bakers from HMS Monmouth took time out from the ship's year-long refit period in its home base of Devonport to host a charity cake bake in a former sail loft from where the refit is managed.

The event, which raised more than £150 for Macmillan Cancer Support and the RNRM, was also attended by other sweet-toothed sailors and Babcock employees in the dockyard.

■ TV star Shane Richie and Deputy Lord Lieutenant of Surrey joined former mariners and local school children at the Royal Alfred Seafarers' Society care home in Banstead to mark Seafarers' Awareness week with an afternoon of nautical activities.

■ MILLIONS of people across the Commonwealth could discover more about their relatives who fought and died during WW1, as the Commonwealth War Graves Commission (CWGC) launches two new online resources, designed to help the public gain a greater understanding of those who lost their lives in Service during the war.

The sites, www.CWGC.org and www.cwgc.org/ discover1418 are designed to enable the public to visit the CWGC memorial sites more easily during this centenary year.

■ LONDON Flotilla handed over a cheque for £2,250 to George Milne, chairman of the Russian Arctic Convoy Museum Project in Loch Ewe.

The charity has been disbanded and chose Loch Ewe as a site for a permanent memorial to the charity and its founder RNV(S)R members.

■ Sailors from Victory Squadron (VS), HMS Collingwood lent their green skills to Northern Junior School, Portchester to enable the continuation of eco-education to its pupils.

Over four days, groups of sailors from VS spent time helping out volunteers and pupils from the local primary school with a variety of jobs.

■ HMS Somerset's resident barber AB Tymoor Nabil has raised more than £1,600 for the NSPCC by cutting his shipmates' hair during the ship's six-month deployment.

AB Nabil, 34, from Kidwelly, South Wales, has had a stream of customers most evenings while the Type 23 frigate has been on patrol in and around the Gulf and Indian Ocean. 'Camel Cuts' charges only £5 for a short back and sides.

Channel challenge for Navy veteran

A DAREDEVIL Navy veteran is set to complete a relay swim across the English Channel – despite being registered blind.

Alan Lock, 34, from Somerset, will swim across the Channel at the end of this month as part of a three-person relay team to raise money for Blind Veterans UK, the national charity for vision impaired ex-Servicemen and women.

This will be Alan's fourth ultra-endurance challenge, having already run a six-day marathon across the Sahara, rowed the Atlantic and skied to the South Pole.

Alan decided to raise money for Blind Veterans UK after benefitting from free and comprehensive support from the charity to live independently with sight loss.

Despite having completed the Marathon des Sables – often described as the world's toughest marathon – Alan says that the swim is likely to be his biggest challenge yet: "Swimming isn't my natural sport, so this is probably going to be the most



● Alan Lock, right, with fellow relay swimmer Richard Smith

difficult event so far.

"With land-based challenges, there are often things you can do if you plan your kit properly which make the event a little easier – but this will just be me against the sea."

Alan served in the Royal Navy between 2002 and 2005, but had to leave due to his rapidly worsening eyesight.

He says: "I realised something was wrong with my eyesight during my last posting. It was quite a subtle change to begin with, so I subconsciously pushed it to the back of my mind."

"Over the following few months, though, my sight just fell off a cliff. I was diagnosed with a form of macular degeneration.

"I knew that my sight wasn't

Mountain man aids funds

A ROYAL Navy officer based at Faslane helped raise more than £10,000 for two children's charities by scaling Mount Kilimanjaro.

Lt Jason McEvoy, who is from Dunfermline and currently works for Flag Officer Sea Training (FOST), was part of a four-man team that climbed the 5,895m peak, the highest mountain in Africa, via the Machame route.

It took the submarine trainer just over six days to reach the top and in the process raise money for Sarah's Promise and the Nicola Murray Foundation.

Lt McEvoy, 42, said: "Mount Kilimanjaro can be seen rising up from the clouds from huge distances away. From late afternoon sunsets at Shira Campsite to the misty revelations

of Kibo's great Baranco Wall, the Machame route offered a continuous scenic slide show."

The team endured a range of discomforts from poor facilities to altitude sickness but gradually Jason and his fellow climbers acclimatised over four days. By the fifth day, they reached the highest camp at Barafu which sits at 4,600m.

Then it was 'summit night', as Jason recalls: "We had an early dinner and went to bed at 19.30. However, it was not long before the guide was waking the team up at 23.00 for a hot drink prior to the six-hour hike to the summit.

"Finally, just before sunrise we made it to Uhuru Peak... 5,895m above sea level, on the roof of Africa."



● Lt Jason McEvoy, second left, with his team on Kilimanjaro

Faraday

DURING August the team has been working on various projects.

Streaming of personnel as detailed in RNTM 110/14, has taken place and career managers have been identifying the most suitable stream for each individual.

This work is now complete and the allocation of future stream was published as a provisional list on the Faraday Intranet Site on September 1 2014.

If individuals feel they are better suited in an alternative stream, a period of time has been allocated to allow an application to be made to the branch manager for a stream transfer. The final stream allocation will be published on December 1 2014.

With plans being finalised to change the WO and CPO career courses, the Weapon Engineering Team Group (WETG) at Collingwood and Marine Engineering Training Group (METG) at Sultan need to consult with you to capture the views and experiences of personnel who have undertaken existing courses.

This will happen this month and all feedback will be collated with common themes, suggested improvements and perceived strengths and weaknesses identified.

This is an ideal opportunity for personnel to submit direct comments to ensure that any good ideas have been captured prior to the new course design plans.

Improvements to Waterfront Infrastructure continue. As previously advised, access is being established for suitably qualified RN personnel to be able to use engineering workshops within the Devonport and Portsmouth Dockyards.

To make sure we provide facilities that would be useful to you, we would welcome your suggestions as to what equipment you would like to see included.

Sensible suggestions please to Lt Greg Callis at NAVYPORFLOT-ESGRNTRADEMASTER@MOD.UK

Fast Track (FT) now has a dedicated career manager based in West Battery. CPO Phil Bolton's role will be to allocate those selected for FT onto courses and provide advice to individuals and units on FT issues. The FT CM will maintain regular contact with those at sea to ensure that they are reaching their career targets. The FT CM can be contacted on ext 93832 8802 or via e-mail NAVY_PERS-CM_OR_ENG_FAST_TRACK

The Faraday Team will let you know what has been happening during September in next month's article.

If you have any questions or comments then contact WO1 Sharky Ward on 93832 7441 or via e-mail navy_pers-faraday_WO1a. The Programme Faraday Intranet site can be found via the A-Z.

Where to look

GALAXIES

22-2014: New Employment Model (NEM) Forces Help To Buy (FHBT) Additional Information

21-2014: Navy Command Future Organisation

RNTMs

RNTM 180/14: Ship's Core Professional Academic Library

RNTM 183/14: Removal of the Preparations for Promotion Task Book and Written Provisional Exam

RNTM 185/14: Joining Instructions – Junior Officers' Leadership Course (JOLC1)

DINS

DIN 2014DIN01-150: Naval Nurse (Adult) Student Entry Criteria (this DIN supersedes

RNTM 003/14

DIN 2014DIN01-154: Academic Qualification for Officer Direct Entry (Regular and Reserve)



● Vice Admiral David Steel presents a Second Sea Lord Commendation to staff at NOC(G)

Keeping morale high

SECOND Sea Lord Vice Admiral David Steel visited the Naval Outdoor Centre in Germany.

The use of the current site in Bavaria began in 2005 as a base for expeditions going to the region.

Such was its success the Royal Navy opened a permanent centre in 2009 where it has been delivering training to Navy personnel for the last five years.

Summer activities include climbing, klettersteig, kayaking, mountain biking and walking. Skiing is the main focus for the winter. The overarching aim is to get participants out of their comfort zones through exposure to challenging activities.

Current second in charge of the centre CPO Jonathan Wilkins said: "We aim to develop an individual's moral and physical courage, leadership, and teamwork through putting them into demanding circumstances they are

not used to. The person that arrives here is often very different to the one that leaves."

One of the main reasons for Vice Admiral Steel's visit was to present the centre with a Second Sea Lord Commendation and thank them for the vital contribution they have made to the moral component of the Naval Service.

He said: "Over 2,000 people have been to NOC(G) in the last year, or seven per cent of the Royal Navy. The staff have routinely delivered above and beyond what is expected and are thoroughly deserving of this recognition."

"I would encourage as many people as possible to come to this beautiful part of the world, for free, and make the most of the opportunities the Royal Navy gives them."

For more information talk to your PTI or go www.nocg.co.uk.

Promotion process explained for ratings

Drafty's corner



candidates are considered in line with these requirements.

The RPS is currently responsible for managing approximately 20,000 ratings' promotion dossiers. This is a formidable task for a small team who rely on individuals, reporting officers and units to ensure that the appraisal process is managed efficiently.

Appraisal

In accordance with JSP 757, appraisal is one of the most important leadership functions; the proper selection of the most suitable ratings and other ranks on merit to fill the range of assignments in the Service depends largely on the quality and accuracy of appraisal reports.

Therefore, an active interchange of views on a frequent basis between the subject of the report and their reporting officers and line managers is essential for individual development, efficient use of valuable manpower and resources and good management practice.

This requires a pro-active

Common Reporting dates/deadlines

RN Rank	CRD	Latest date to be finalised on JPA
WO1	31 Jul	15 Aug
WO2	30 Sep	15 Oct
CPO	30 Sep	15 Oct
PO	31 Mar	15 Apr
LR	31 Jan	15 Feb
AB	30 Nov	15 Dec
 RM Rank		
WO/SNCO	30 Jun	15 Jul
Cpl	31 Jul	15 Aug
LCpl/Mne	31 Aug	15 Sep

approach from all concerned in the process, with the individual understanding, accepting and taking responsibility for their own SJAR. This includes ensuring that all of their personal and professional details, competencies, roles and responsibilities, personal objectives, career references and aspirations are up to date and correct on JPA as well as tracking the progress of their SJAR to ensure that it is finalised by promulgated deadlines.

With these statements and factors in mind, it should be noted that although the appraisal process is steadily improving, there are still a number of disturbing issues across the Fleet that can have a severe impact on individuals who may be disadvantaged in the promotion process. These include:

- Mid-Period Appraisal Review (MPAR) not conducted/recorded.
- Competencies not recorded on JPA (RNFT/OPS/SEA

TIME) – particularly waivers where appropriate.

- Incorrect/out of date Roles and Responsibilities/Objectives/Preferences/Aspirations
- SJAR narratives and recommendations not justified.
- Copying text from previous reports
- Too many obscure abbreviations/acronyms
- Spelling and grammar incorrect
- Well-worn clichés or inappropriate remarks
- Late finalisation of SJAR – 30 per cent are not received by promulgated deadlines.

Focus by all personnel in the appraisal process can guard against such issues and therefore ensure the selection process is complemented by a high standard of available candidates. Of course, up-to-date information only provides the basis for an eligible candidate; the most important factor will always be potential and associated merit for the next higher rate. Merit is

defined as:

Suitability and capacity and having sufficient experience to be employed in at least the next higher rank. Promotion is not always awarded for current and previous good performance. Factors such as consistency of success especially in the face of particular challenges, leadership and management acumen, accomplishment with people, ability to think on a level above peer group, potential flair for command and future employability in both specialist and broader assignments all constitute merit.

In summary, assessment of potential is critical for the selection of future leaders, as well as ensuring the Service gains the best from its people and that all personnel, regardless of rank, are given every opportunity to have a satisfying and rewarding career.

Information

Information regarding promotion is available through:

- BR3 – Naval Personnel Regulations
- JSP 757 JPA Appraisal

■ Promotions area of CNPERS website on RN Web.

■ The Reserves, Ratings and Other Ranks Promotion Section (RRORRPS) team: 9380-28125

WO1 Ian Blakeman RN Ratings Promotion; 9380-24304 Mrs

Rose Fogwill Warfare Ratings Branch Secretary; 9380-222080 CPO Billy Foot Engineer

Ratings Branch Secretary; 9380-20212 CPO Craig Blakeway

Logistics/Medical/Dental

Ratings Branch Secretary; 9380-24619 WO1 Robbie Buglass RM ORs Promotion; 9380-27465

PO Janine Potts Maritime Reserves Promotion.

Award-winning support service launches app

AWARD-WINNING digital mental wellbeing service Big White Wall (BWW) offers safe, anonymous support 24/7.

The service is free to all UK serving personnel, veterans, and their family members aged 16 and over.

BWW has also created a new app to extend their services to smart phone and tablet users. You can download the app by searching for Big White Wall in the apple Appstore, or Google play for Android.

Funded by The Forces in Mind Trust (FiMT) and Department of Health, the BWW app enables new and existing Armed Forces members of the Big White Wall community to access help and support on the go, at any time when they need it.

The need for an app is clear as a third of BWW members are already logging in

via mobile and tablet, and this number is growing all the time.

Since it was established in 2007 the Big White Wall has built a community of more than 20,000 members. UK serving personnel, veterans, and their families began using the service in 2011, and since then more than 5,000 from the Armed Forces community have used BWW.

Jen Hyatt, CEO Big White Wall, said: "We are delighted to be able to extend BWW's 24/7 service to all mobile devices, and will be in a position to help more people get the help and support they need."

Whatever you're struggling with, Big White Wall is there to help. BWW offers support within a safe, anonymous online community, where members share how they are feeling honestly and openly.

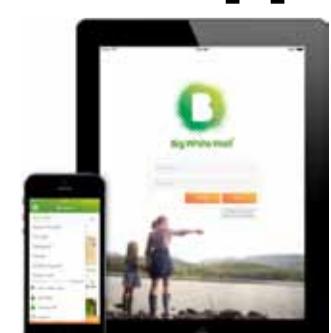
"For many this is the first time they've been able to talk to anyone: 73 per cent of members share something for the first time.

One Big White Wall member said: "I feel that the support given by BWW is fantastic. You are not judged and you can be yourself. Most of us are very good at hiding our feelings. This is the only place I have felt comfortable in expressing myself."

There are trained counsellors online 24/7, called Wall Guides, who keep the community safe. In addition, BWW offers a range of resources, which enable 80 per cent of members to self-manage their mental health.

This includes helpful articles and information on everything from stress, depression and anxiety, to issues such as relationship problems, anger, and drinking.

● www.bigwhitewall.com



● Big White Wall now has an app available for tablets and smart phones

Helping mums through their pregnant pause

NAVAL mums have praised a pioneering group which supports Servicewomen through pregnancy.

Bumps and Babies was set up at HMS Nelson in Portsmouth to improve the fitness of pregnant Servicewomen and help them return to work.

Mum of two AB(CIS) Jenni Wright, one of the founder members of the group, said: "Having gone through a lonely pregnancy with my first born, the chance to meet up with other serving pregnant ladies during my second pregnancy was an amazing experience."

"I cannot describe how lonely I felt during my first pregnancy as my partner was deployed and my family live up north."

"Even though my partner was also deployed during my second pregnancy, thanks to the Bumps and Babies group I had people to talk to (who were even supportive at 3am when you were having a bad time) who were able to share their experiences and help each other."

"Bumps also encourages antenatal and post-natal ladies to work at their fitness, by delivering fitness classes especially for our needs, (which is so important being a member of the military and having to maintain our fitness levels).

"Prior to Bumps' fitness classes it was uncomfortable wearing your sports kit when heavily pregnant, feeling very self conscious whilst waddling to the gym only then to be limited to what you could achieve. But with the development of the fitness classes, I always felt proud to walk with other ladies who were pregnant, being proud of the fact that we were mums-to-be and also serving members of the Royal Navy."

"I have also gained a wonderful group of friends who are willing to continue to support each other. Our children are also all very close, this will lead to them having a supportive group of friends in future."

LWTR Kirsty Bond, who has



● Pregnant Servicewomen attend a Bumps PT session; Right: New mums meet up with their children

a year-old daughter, regularly attended Bumps during her pregnancy.

She said: "I have found the support network and advice leading up to the birth of my daughter invaluable."

"As a result of Bumps I have made three lifelong friends through the group and found that any questions that I had I was able to seek answers and advice from other members of the group."

"Since attending the coaching programme it has provided me with a clear plan for preparing to return to work."

"I was extremely anxious and apprehensive on returning to work prior to attending the coaching programme but since attending I feel much better."

WO1 Rosie Dodd from the Maternity Cell said: "The team actively encourages the Servicewomen to link in with other expectant and new mothers in order to provide mutual support and guidance in a friendly and open community."

"Although the Bumps and



● A midwife holds an ante-natal relaxation class

Babies scheme is being trialled in Portsmouth Command, there is an aspiration to extend this programme to other waterfronts and air stations.

"It is hoped that the provision of ante and post-natal coaching and mentoring packages for serving personnel will improve the capability and retention of post-natal Servicewomen by developing their self-realisation and awareness of their value to the Naval Service."

The group holds PT sessions at the Victory Club, HMS Nelson, on Tuesdays from 1330–1430, while coaching and mentoring

coaching and mentoring packages the maternity group also provides practical and emotional support through the network of Servicewomen by encouraging the maternity buddy scheme. This is a network of Servicewomen who have had children and have also experienced the challenges of returning to work."

The group holds PT sessions at the Victory Club, HMS Nelson, on Tuesdays from 1330–1430, while coaching and mentoring



sessions are held at the Haven at HMS Nelson Chaplaincy on Thursdays from 1300–1600.

For details contact WO1 Dodd or PO Amy Barker at the Maternity Cell, Orion Block, HMS Nelson. Email **NAVY PORFLOT-RCMATWO** or **NAVY PORFLOT-MA6-MATERNITYASST** or call 9380 2389/23711.

Reserves can have smashing time

A CHARITY which provides recreational and leisure facilities has opened its facilities to a wider audience.

The China Fleet Trust, which promotes the welfare of the Armed Forces, has facilities at Saltash, near Plymouth.

The club welcomes civilians who can join as members thereby ensuring the ongoing financial viability and provides the income to invest in the maintenance and improvement of the Club's facilities for its Beneficiaries.

The China Fleet Club Beneficiary Committee, which consists entirely of serving Royal Navy and Royal Marines non-commissioned personnel, represents the interests of current beneficiaries.

In light of structural, organisational and operating changes in the Armed Forces, the committee proposed that the current beneficiary pool be extended.

The committee considered that, given the Future Reserves Programme and in recognition of the increasing role that Reservists have played in operations during the last decade, all RN and RM Reserve non-commissioned personnel and their families should be included as beneficiaries. This means:

- All non-Commissioned RN and RM Reserve personnel and their immediate families will become beneficiaries of the China Fleet Club;

- All former RN and RM personnel, serving RN and RM Officers and other Services attached to or embedded within RN and RM units together with their immediate families are awarded a beneficiary status that offers special rates and packages without a joining fee.

- Serving RN and RM non-commissioned personnel and Reserves will maintain primacy and continue to be represented by their current committee members and the committee chair will represent the interests of the new beneficiary categories.

To see what's on offer visit www.china-fleet.co.uk. If you would like a tour call 01752 848668 and ask for leisure/membership services.



NAVAL FAMILIES FEDERATION

Burning questions about education and jobs

TO give a flavour of recent NFF activity, here is a selection of questions raised and the answers we sourced:

Q Is my child eligible to receive the Service Pupil Premium?

A The Service Pupil Premium provides extra funding to help maintained schools in England support the unique challenges that children with parents in the Armed Forces can face.

The Premium is funded by the Department for Education. State Schools, Academies and Free Schools in England that have children of Service personnel in Reception to Year 11, can receive the funding.

The Premium enables schools to provide extra, mainly pastoral, support. The Premium is currently £300 per Service child.

Service children are identified in the Annual School Census each January. Schools are reliant on parents informing them that their child belongs to a Service family; parents must notify the head teacher before the census.

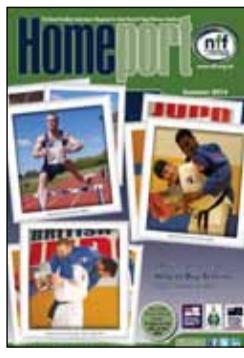
It is for schools to decide how best to use the Premium to support pupils. Parents or schools seeking examples of good practice should visit the

Department for Education website.

The Premium is part of the Armed Forces Covenant. For further information visit the Education section of our website: www.nff.org.uk.

Q My husband has been promoted and is due to attend a course at HMS Sultan in January. We are looking to move down to Gosport, from Liverpool, as a family. Do you have any information regarding jobs for spouses and childcare providers?

A You can contact the Royal Navy's HIVE network for information on these subjects. The HIVE have offices throughout the UK that provide information on the local area. Find the contact details for your nearest HIVE on the Royal Navy website; navigate to Welfare – Resources. Another option is to contact Recruit for Spouses. This independent organisation is run by military spouses and offers spousal employment opportunities and advice. Visit www.recruitforspouses.co.uk



to offer a free lunch to every primary school pupil in Reception classes, Year 1 and Year 2.

The decision follows successful pilot projects, which highlighted that universal free school meals have significant benefits for individual children and the broader life of the school.

The Children's and Families Bill places a legal duty on state-funded primary schools in England, including academies and free schools, to deliver this commitment.

Q I have heard that the government is introducing free school meals for primary school children. We are a Service family living in Brussels; is our five year-old eligible?

A The government has announced that from September 2014, funding will be made available to enable state-funded schools in England

Service Children's Education (SCE) meets the educational needs of dependant Service children living overseas. This service, as far as possible, conforms to standards required by the Education Acts in England, and takes into account developments in the education systems of Scotland, Northern Ireland and Wales.

SCE will seek to follow the guidance on free school meals, where resources allow, for Service children overseas.

Personnel should see **2014DIN01-140** on the Defence Intranet for details. The point of contact for parents is the school's Head Teacher.

Q Can a spouse sign for Service Families Accommodation (SFA) at the Move In appointment if the serving person is absent?

A Yes they can but the Housing Officer must be advised in advance. Contact the Housing Allocations Service Centre (HASC) on: 0800 169 6322 to advise them.

Q Why are Pre-Move Out appointments for SFA stopping?

A The Defence Infrastructure Organisation stopped accepting

requests for Pre-Move Out appointments in July. The decision allows staff to focus on Move In and Move Out appointments. The documents normally provided at the Pre-Move Out appointment are available online.

Customers should already be aware of their obligation to reinstate the condition of their property if they have made changes, and to prepare the SFA to the correct standard.

However, if you feel strongly that you would like a Pre-Move Out appointment, DIO will endeavour to assist.

Contact the HASC on: 0800 169 632 2 to request an appointment. Visit www.gov.uk and search 'Service Family Accommodation' to read DIO's Pre Move Out Advisory Visit Guides.

Q The NFF represents Royal Naval and Royal Marines families to the Chain of Command, government and service providers. Your experiences form the basis of our discussions. Contact the NFF: 023 9265 4374 / admin@nff.org.uk / Castaway House, 311 Twyford Avenue, Portsmouth, PO2 8RN. Visit our website: www.nff.org.uk for news and information, and to sign up for our free, quarterly *Homeport* magazine and monthly e-update.

Frigate twinning recalled

ONE of the highlights of the HMS Loch Fada Association reunion was the celebration of the 70th anniversary of F390's commissioning and being twinned with Eastleigh as their replacement Warship Week ship in April 1944.

And the main event of the annual general meeting was the issue of a tot of genuine Pusser's rum (neaters) – pre-1970 vintage – to the 52 shipmates present.

This issue was kindly provided by Bubbly Bosun Neil Price, SA 1965-66 Far East commission.

In the evening to celebrate the twinning, attended by 100 shipmates and guests for a reunion dinner, the association hosted as their guests of honour the Mayor and Mayoress of Eastleigh, Cllr Malcolm and Sue Cross.

They, with other top-table shipmates, were bagpiped into dinner by Cpl RM Charles Turnbull 1958-59 Persian Gulf – his first reunion – to the tune of *Scotland the Brave*.

Very appropriate as the frigate F390 was built on the Clyde in 1943-44...

After the speeches from chairman S/M Rick Matthews and the Mayor it was then left to finish the formal proceedings by inviting the Mayoress and S/M Frank Cooper, the youngest on board when F390 commissioned in 1944 and whose 88th birthday it was that day, to cut the celebratory cake.

Next year the association will gather in Sheffield in April for their 18th reunion, which like this year will be arranged and supported by IOW Tours – organisers particularly thanked their newest rep Caroline and her colleagues "for making this the best one yet."

Some of the shipmates also managed to fit in a visit to Whaley and HMS Excellent, where they were shown around by an informative ex-GI Bill Timson.

They also attended a 40s Weekend at Priddy's Hard in Gosport, where partygoers sported civilian attire of the war period as well as uniforms of the American, Free French and British and Commonwealth forces.

Bangor is mine host

HMS BANGOR was delighted to welcome a senior citizen on board while the minehunter was berthed at Pacific Quay in Glasgow during the Commonwealth Games.

David Russell, 89, served in HMS Istrius during World War 2 on anti-submarine patrols in the North Sea.

His son, also David, thought it might be a good idea to surprise his

father with a tour of a modern mine counter-measures vessel, and took advantage of Bangor's visit.

David senior, was given an extensive tour by CO Lt Cdr Mike Quinn and, despite some foul weather on the day, the veteran thoroughly enjoyed the experience – even getting to borrow the CO's foul-weather gear (right).



HOW do you follow a successful 'Last Hurrah' final reunion?

With a 'Very Last Hurrah', naturally.

The gathering of the HMS Consort Association at the Royal Maritime Club in 2013 was billed as the final official reunion – the Last Hurrah.

Organisers were pleased that the event was going well, and that the association's social programme would end with a bang rather than a whimper.

But at the gala dinner a single voice posed the suggestion "let's have another one", which was echoed by all present.

With no room for manoeuvre, organisers set to work making plans for the 2014 Very Last Hurrah at the same venue.

The 2013 reunion had been switched from a regular venue in Devon to allow a visit to the Consort Navigation Bridge Simulator at HMS Collingwood.

The modern training facility was named after the wartime C-class destroyer which played a key role in the 1949 Yangtze



● Members of the HMS Consort Association gather for the Very Last Hurrah in Portsmouth

Picture: HMS Consort Association website

Incident, attempting to tow trapped warship HMS Amethyst clear of a sandbank under fire from Communist Chinese forces.

Former shipmates also attended a memorial service and enjoyed lunch with the Commanding Officer and other staff officers at the Fareham training establishment last year.

Though a small number of reunion regulars could not make this year's gathering, numbers were maintained and even increased by those who had missed 2013 but were glad to

have another chance a year later.

Two attendees at the 2014 event were first-timers.

At the beginning of the year S/M Terry Hodgins was contacted by Linda Thomson, of Guide Dogs for the Blind, who lives in Ayrshire.

Through that organisation she came into contact with Jackie Irvine, who was declared blind following a road accident in 1984.

During guide dog training, Jackie had spoken at some length – and with great affection – of his two years on board HMS

Consort in the Far East Fleet.

Linda did a little research, and on finding the association's website she read that the Very Last reunion was to be held in under three months' time.

She went on to organise flights down from Glasgow to Southampton and a taxi to Portsmouth to allow Jackie to meet up with other ex-Consorts in Portsmouth.

Apologies to all those who expected to see this report in last month's paper – the article had to be held over for production reasons.

Trip on Illustrious for Brightlingsea

A CONTINGENT from Brightlingsea branch took passage with HMS Illustrious when the veteran helicopter carrier sailed from Portsmouth to Scotland to support the naming ceremony of HMS Queen Elizabeth.

Despite the fact that Lusty

was in the last weeks of her Service career, the passengers were impressed by the 'new technology' on board – new in comparison to the kit that they had worked with.

Being affiliated to the Senior Rates' Mess, the guests enjoyed a full programme of tours and

presentations (interspersed with periods of rest and relaxation to allow veteran bodies to recover).

Shipmates were indebted to EWO Ian Wilson and CPO Will Burton for their efforts – and were grateful for the fact they were all allocated lower berths to sleep in.

Passing up the Firth of Forth

as the sun sank in the western sky was a memorable time, and the Brightlingsea group gathered on the flight deck to watch as the carrier made her way underneath the illuminated Forth Rail Bridge.

They finally retired to their bunks around midnight, allowing the ship's company to sort out minor details such as bringing the ship alongside.

When they arose the following morning, the shipmates found Illustrious berthed parallel to the Royal Navy's next-generation aircraft carrier – the largest warship ever built for the Service – which was being prepared for her big day.

Sadly for the Brightlingsea crew, the Royal visit and the associated ceremonials were not for them – they left Rosyth early the next day to catch the train home.

The branch has been affiliated to Lusty since 2008, and as *Navy News* went to press they were preparing to bid the ship a formal farewell at her decommissioning ceremony in Portsmouth.

March honour standard

MARCH branch has dedicated and laid up a replacement for a standard that was destroyed in a devastating fire four years ago.

The standard of the March branch of the Royal Naval Old Comrades Association was lost in an arson attack on St Mary's Church.

The building and interior has been restored, and the church was recently rededicated by the Bishop of Ely.

The original RNOCA standard has been replaced with an exact replica through the church's insurers.

Accompanied by shipmates from other branches – including Huntingdon and District, who brought their own standard – March branch members paraded to the church, where a service was led by the branch chaplain, the Revd Anthony Chandler.

The focus of the service itself is somewhat rare – it is not very often that a standard is dedicated and laid up in the same ceremony.

On completion of the Act of Remembrance, *Last Post* and two minutes' silence, the RNOCA standard was remounted in the church – back where it belonged.

The day of the service also marked the tenth anniversary of March branch's formation within the RNA.

All participants of the re-dedication ceremony were therefore invited back to the Revd Chandler's house for a barbecue to continue with the celebrations.

Naturally, one of the first activities was a traditional 'tot' for the standard bearers.

Shipmates had plenty of time to spin a few dits and to get to know each other better, while March branch had their formation certificate and branch records on display, as well as a cake to celebrate the day.

Summer barbecue

MORE than 100 shipmates and guests from Dublin branch attended their summer barbecue at the Royal Irish Yacht Club in Dun Laoghaire, where they were joined by six Chelsea Pensioners as guests of honour.

During the evening branch president Dr Dermot Stones and chairman S/M Paul Stephenson presented a cheque to the Commodore of the Yacht Club to pay for the renovation of one of its training boats.

S/M Stones also asked the Commodore to rename the boat the Charlie Henry in memory of a young boat-hand from the club who lost his life at the age of 23.

Branch marks anniversary

NUNEATON branch used their annual summer social event to mark the 100th anniversary of the incident that sparked the start of World War 1.

The 'Summer Do', at Coton Conservative Club, was held 100 years to the day after Archduke Franz Ferdinand of Austria and his wife were assassinated by Gavrilo Princip in Sarajevo – an attack which set in motion the posturing, threats and ultimately military action which developed into the Great War.

Although there was naturally a sombre element to the event – the Deputy Mayor of Nuneaton and Bedworth, Cllr Barry Longden,



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The traditional Navy

PORTSMOUTH Historic Dockyard might have just the solution for veterans of the Mob who hanker after the camaraderie of the mess deck in the days of yore.

The National Museum of the Royal Navy is holding a Navy Traditions Community Day on the afternoon of Saturday September 20, where Senior Service veterans are invited to join in as famous Naval traditions are brought to life.

Among the pleasures on offer are a Crossing the Line ceremony, complete with King Neptune and Bears, a Sod Opera, an exploration of the rum ration, and the chance to play Uckers and other such games.

According to organisers: "With the help of our veterans you'll experience the noises, sights and sounds of the mess deck, and learn how to dress, talk and even pack like a sailor."

This is a free drop-in event; for those seeking more information, call 023 9272 7595, email community@nmrn.org.uk or see www.historicdockyard.co.uk/events/event1293.php

Awards for D-Day veterans

THE French government has announced that it intends to recognise the heroism of all surviving Normandy landings veterans, and those involved in the wider campaigns to liberate France in 1944, with the award of the *Legion d'Honneur*.

This recognition extends beyond the troops who actually landed on and fought their way up the beaches 70 years ago, and will include Royal Navy and Royal Air Force personnel who supported the landings.

All those who have not already received the award, or have not been identified to take part in award ceremonies during the events in Normandy, can request an award on an application form available online at www.gov.uk/government/news/d-day-veterans-award-of-the-legion-d'honneur

This form will be processed by the Ministry of Defence, who will forward the details to the French authorities – the final arbiter on all decisions on the awards.

Any veterans wishing to apply for the award, or anyone enquiring on their behalf, should either send the form to Personnel and Training – Defence Services Secretary – Commemorations, Floor 6 Zone C, Ministry of Defence, Main Building, London SW1A 2HB or email it to PersTrg-DSSec-CommemAug1@mod.uk

As the French government will be reviewing all applications, the MOD is unable to give any guidance on timings or the arrangements for the presentation of the awards.

Awards will not be given posthumously, and any further questions should be directed to the French authorities.

£50 PRIZE PUZZLE



THE mystery ship in our July edition (right) was HMS Adamant, and the winning correct answer was provided by Mr R Daniels of Chester.

This month's ship (above) was one of a popular class of ship named after mythological figures.

Launched in September 1967, this ship was built on the Clyde and decommissioned in 1992, being scrapped in India some five years later.

(1) What was her name, and (2) what was the name of the Southampton-built ship of the same class that was her consort in Roman mythology?

We have removed the pennant number from the image.

Complete the coupon and send it to Mystery Picture, *Navy News*, Navy Command, Leach Building,

Firm helps out after theft from RN grave

BACK in 2010 Derby Submariners undertook a project to enhance and protect one of the World War I submariners' graves in Nottingham Road Cemetery which they have looked after since the late 1990s.

Each year they conduct Remembrance Day services

at the site, and the graves are checked regularly throughout the year to ensure they are reasonably tidy, weeds are cleared stones are topped up as necessary.

On one such visit association secretary S/M Terry Hall found that the workings around Signalman Butt's grave had been removed, and enquiries revealed that neither the local authority nor

the Commonwealth War Graves Commission had been involved in any work on the grave.

Managers at Derby City Council also advised S/M Hall that theft of this type was not uncommon.

The work was originally undertaken to protect the gravestone from strimmers, and the red clay mud from splashing up the grave.

It also allowed for a holder to be fitted to place remembrance poppy crosses in each year.

"Considering we are now commemorating the 100th year of World War I, it seemed sensible to me to take the council up on its offer of 'If you supply the materials, we will ensure they are replaced on the grave to prevent further damage,'" said S/M Hall.

The estimated cost of around £40 was to come from association funds, and S/M Hall set off to order and collect the

stonework and gravel from Huws Gray Building Materials Centre in Alfreton Road.

When S/M Hall explained his requirements and the reasons for the visit, assistant manager Lea Armstrong not only served him immediately, and summoned help to load the materials up in his car, but he also advised that the materials were donated with compliments of Huws Gray.

"I am very grateful, as the Treasurer of Derby Submariners, for this very kind gesture, and it restores your faith in human nature," said S/M Hall.

"Thanks Lea, for your very kind gesture on behalf of the submariner we are commemorating, and the Derbyshire Submariners."

The materials were then taken to the cemetery, where the site was inspected and the foreman and his team could restore the grave and its surroundings.

Later on he assisted in the relief of the notorious Changi prisoner-of-war camp in Singapore.

S/M Bishop was also a member of the HMS Dido Association.



● Standard bearers gather at the National War Memorial Gardens in Islandbridge, Dublin, including S/M Victoria Kilbane of Shrewsbury branch (second row, behind third from the right)

Irish perspective on World War 1

SHREWSBURY branch were honoured to be able to parade their standard at this year's wreath-laying ceremony at Islandbridge, Dublin, which

honours the Irish dead of World War 1.

The ceremony takes place in the National War Memorial Gardens on the Saturday closest to July 12 – this year it was July 12 itself – and is held in recognition of the anniversary of the Battle of the Somme.

Arranged by the Royal British Legion, with the co-operation and assistance of the State, the event involves the laying of wreaths, prayers of remembrance, recitals, and a parade of standards.

Shrewsbury's standard was paraded by branch standard bearer S/M Victoria Kilbane.

Pershore circa 1940

MEMBERS of Pershore and District branch of the Royal British Legion and the Royal Naval Association joined forces for a special 1940s fundraising night at Pershore Naval Club.

Some dressed up in 1940s costumes, and there was plenty of flag-waving along to wartime favourite songs sung by Ruby Lamont.

The event raised £102 in aid of Pershore Poppy Appeal.

The next event for the Poppy Appeal will be a skittles evening at Pershore Town Football Club this month, followed by the RBL Poppy Concert on Saturday October 11 at the Number 8 Community Arts Centre.

Venue choice

BRANCHES are reminded that they have until September 16 to express their preferences for the 2016 National Conference venue – the alternatives have been proposed by Area 3 (to be held near Reading) and Perth in Scotland.

Details on the proposed venues and dates can be found in the August circular, which is also available at www.royal-naval-association.co.uk

Gold medal for Jack

CITY of Inverness branch shipmate Jack MacLennan was taken by surprise at the town's Armed Forces Day event when he was presented with the Royal British Legion Gold Badge in recognition of his work for the welfare of all ex- and serving members of the Armed Forces.

Jack has undertaken this role for over 60 years now, and although he is now 88 he has no plans to give up just yet.

His award was presented by the Lord Lieutenant, Donald Cameron of Lochiel.

Jack served with the Royal Navy during World War 2 and saw action in the Mediterranean. Over the years, Jack, has made thousands of hospital visits and advised numerous members, where to seek advice.

Founder dies

A FOUNDER member of Uttoxeter branch has died at the age of 96.

S/M Terry Bishop served from 1939 to 1946 as a L/Tel; his ships included Wanderer, Dido, Sheba and Sussex, and he also served on the staff of the Commander-in-Chief in Alexandria.

Later on he assisted in the relief of the notorious Changi prisoner-of-war camp in Singapore.

S/M Bishop was also a member of the HMS Dido Association.

↓ RNA HQ, Room 209,
Semaphore Tower (PP70),
HM Naval Base, Portsmouth
PO1 3LT.

↓ admin@royalnavalassoc.com
↓ 023 9272 3747
↓ www.royal-naval-association.co.uk

RNXS anniversary dinner

A COMMEMORATIVE anniversary dinner with musical entertainment was held at Stirling University in Scotland by the Central Scotland Royal Naval Auxiliary Service Association to mark the 20th anniversary of the disbandment of the Royal Naval Auxiliary Service and to commemorate 20 years since the charitable Association and its Sea School was formed.

An exhibition of photographs and memorabilia was put on display, along with an audiovisual presentation and slide show.

Many veterans of the Service attended, along with members of the Association.



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Students troop the Colour

THE whole school student community took part in Trooping the Colour for the Reverend Jonathan Woodhouse, Chaplain-General.

The children, aged 11 to 18, are students at the historic Duke of York's Royal Military School, in Dover, which became the first government-funded Academy sponsored by the MOD in 2010.

The Grand Day event is a prestigious occasion when the school commemorates its heritage and tradition.

Students attend their prize-giving ceremony, followed by Trooping the Colour when the whole school is on parade, wearing full ceremonial 'blues' and the cap badge of their parents' or family member's Service, Corps or Regiment.

The ceremony is a symbol of the unity of the school and a mark of respect to our foundation and forefathers.

Watched by more than 1,000 parents and guests, all aspects of the parade and the ceremony are conducted by the pupils themselves.

The guest of honour, Reverend Jonathan Woodhouse, delivered a motivational speech as part of the prize-giving ceremony.

Executive principal Chris Russell said: "Students at The Duke of York's Royal Military School proudly parade on Grand Day as they celebrate their academic successes and the traditions of the school. Our school includes the powerful mix of education, military and chapel, all of which helps to develop young people's character and resilience."

Proudest moment for our Victorians

QUEEN Victoria School (QVS) is a co-educational boarding school fully funded by the MOD to provide stability and continuity of education for the children of UK Armed Forces personnel who are Scottish, or who have served in Scotland or who have been members of a Scottish regiment.

Our main intake is into the Scottish system's Primary 7 year; there is no exact equivalent with the English system, but the majority of our P7 intake are aged ten or eleven when they join us.

That said, there is a wide age range within the year groups. Many of our pupils have come from educationally disrupted backgrounds as they have moved from school to school and education system to education system, according to their families' postings.

Pastoral care is given a very high priority along with careers guidance and personal and social education.

Queen Victoria School aims to promote the welfare and happiness of each individual child and develop their self-esteem. In addition, there is a very full programme of sporting, cultural and spiritual development.

Queen Victoria School is a unique boarding school which seeks to achieve the best that is possible for its pupils, priding itself on developing them in the

widest possible sense and aiming to achieve success academically, in sport, music, drama and many other extra-curricular areas.

A very special and unique dimension of this school for military families is the ceremonial side, which preserves the very best of the School's traditions.

Marching as part of the School on one of its six Parade Sundays a year, and on Grand Day – the final day of the academic year – is one of the proudest moments of a Victorian's life (as well as that of his or her parents)!

The Pipes, Drums and Dancers of QVS are internationally renowned, having played at tattoos both at home and abroad, most recently in the Basel Christmas Tattoo 2013 and The Royal Edinburgh Military Tattoo 2012.

Set in 45 acres of beautiful Perthshire countryside, Queen Victoria School is easily accessible by road, rail or air.

We are holding an open morning on Saturday September 20 2014.

If you would like to know more before travelling to Dunblane to visit us, however, and to request a DVD, please contact our Admissions Secretary on +44 (0) 131 310 2927.

Alternatively, you can write to: Admissions Secretary, Queen Victoria School, Dunblane, Perthshire FK15 0JY, or visit our website www.qvs.org.uk



Tribute to ex-pupil

WESTMINSTER Abbey dedicated a memorial to Admiral Arthur Phillip RN, founder of New South Wales and eminent former pupil of the Royal Hospital School, to mark the 200th anniversary of his death.

Although not widely known in the UK, Admiral Phillip (1738-1814) is admired in Australia and, as Commander and Governor-Designate of the First Fleet, he founded New South Wales in 1788, introduced the rule of law and established the new colony in the face of horrendous obstacles.

He was born in the City of London and was educated at the Royal Hospital School, when it was located in Greenwich in the buildings that now house the National Maritime Museum. He spent his adult life, when not away at sea, in Lyndhurst where he owned a farm and he is buried in St Nicholas Church, Bathampton.

A memorial stone was laid on the floor of the nave of the Abbey close to the Grave of the Unknown Warrior and David Livingstone. Pupils from the Royal Hospital School attended as the Guard of Honour in the presence of the Duke of Edinburgh.

Teacher Paul Cuddihy accompanied the pupils and said: "It was a tremendous privilege for the pupils and staff to be part of such an important service. Some of the pupils even found themselves



engaging in conversation with Prince Philip, who spotted their Duke of Edinburgh Award badges."

During the service, Year 12 pupil Cesca Morelli presented a wreath to the Duke, who laid it next to the beautifully carved memorial stone. Following the service, there was a reception in New College gardens behind the Abbey.

Nurturing characters

FOUNDED in 1667, Old Swinford Hospital is a state maintained boarding school, one of only 37 in the country for boys from 11-18, with a mixed sixth form.

Almost two-thirds of the school's pupils are full or weekly boarders, but day places (out boarders) are available in Year 7 and Year 9.

Located in the West Midlands, the school prides itself on getting the balance right between academic success, preparing its children for the future and nurturing character.

Old Swinford Hospital can offer an independent boarding experience at a fraction of the cost because education is funded by the local authority.

There are eight boarding houses, seven senior and one dedicated to Year 7. Prospect, the Year 7 House, provides our youngest pupils with a secure



base from which they can get used to the school and prepare them for the move to a senior house at the beginning of Year 8.

There is an exciting range of after-school and weekend activities. From art to archery, design to drama, cooking to clay

Success at Devon prep

SOME exciting initiatives have been taking place at Blundell's in Devon recently.

Due to popular demand, especially by Forces families, boarding is being extended to Years 5 and 6 in the Preparatory School.

This development, which ensures exclusive boarding for younger children in a safe, friendly environment, means that full and weekly boarding is now available for pupils aged nine to 18 at Blundell's.

Over the past few months, the school has been celebrating some great achievements, with four pupils accepted for Oxbridge, successes in a variety of subjects including regional and national wins in maths, design and technology and physics competitions, and excellent results in sport.

The CCF is thriving and outdoor pursuits continue to make the most of Devon's fantastic coast and countryside.

Blundell's and Blundell's Preparatory School occupy adjoining sites covering 90 acres on the outskirts of Tiverton, easily accessible via the M5 and A361.

Both schools are co-educational, with the Senior School offering day and boarding for ages 11-18, while the Prep School is for day and boarding pupils aged 3-11.

Blundell's welcomes forces families and offers an attractive services package.

To find out more, please see the website www.blundells.org or ring 01884 252543.



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Open Day
Saturday
20 September

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Queen Victoria School



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Sat 20 Sept 2014

Admissions Deadline
Thu 15 Jan 2015

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The main entry point is into Primary 7 and all places are fully funded for tuition and boarding by the Ministry of Defence.

Families are welcome to find out more by contacting Admissions on +44 (0) 131 310 2927 to arrange a visit.

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Reigate band still in the groove

MUSICIANS from Reigate unit built on the success of their band last year by taking more honours at the Southern Area Sea Cadet Band competition.

Reigate entered the contest for the third year in a row, following their triumph at the 2013 contest which saw them through to the national competition at the Tower of London.

Despite the grey weather and early start, the band added to their achievements from last year by winning trophies for Best Bugle Section and Best Marching Display, as well as coming second overall in the Championship class.

LC Cameron Ballantyne, who has been the Drum Major for over two years, was also awarded a silver medal in the Best Drum Major competition.

Sadly for his Reigate colleagues, he turned 18 in July and is leaving the Corps with aspirations of joining the Army – though he leaves with the thanks of the rest of the group for his part in the band's recent successes.

Bandmaster PO Smith said: "I'm extremely proud of the achievements of the band at the competition."

"The whole team is clearly improving every year and I'm confident that, with their continued commitment and effort, we have a real chance of taking home some silverware from the national competition next year."

As the national competition is a biennial event, the band will not advance further this year; however this news may bring some relief to the cadets, staff and parents who have all worked very hard over the past few weeks to make sure the ensemble was on top form for the contest.

The cadets have also been busy outside the band. On the water this year they have achieved multiple water sports successes, including six cadets going to the Southern Area sailing competition, six cadets going to the Area kayaking competition and two different boat-handling teams gaining third place at the Area competition after winning their district competitions.

Just visiting

MORE than 30 young people from nine different countries – Australia, Bermuda, Belgium, Canada, Hong Kong, Sweden, Singapore, South Korea and USA – were on a UK International Sea Cadet Camp as *Navy News* went to press.

During their two weeks they were due to visit the sights of Weymouth, Portsmouth and London.



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● Cdt Cpl Brad-lea Mitchell (centre) with the new banner

Banner headline

CADET Cpl Brad-lea Mitchell was selected as banner-bearer at the Royal Marines 350th anniversary foundation parade at Buckingham Palace.

The Bradford cadet, who was selected on the day to present the new RMC banner to the Duke, said: "It was a great surprise to be

chosen, but made special because HRH was there – and for the first time, so I became part of history!"

The banner is hand-made and took 900 hours to complete.

It will be held at Commando Training Centre RM at Lympstone in Devon, for the use of all RMC units.



● The Duke of Edinburgh inspects Royal Marines Cadets at Buckingham Palace as part of the RM350 anniversary programme



● AC Robyn Gurney and CPO (SCC) John Macdonald of Ardrossan unit

Ardrossan runners carry baton

ARDROSSAN unit had the honour of providing two Queen's Baton bearers in the run-up to the Commonwealth Games in Glasgow.

CPO (SCC) John Macdonald and AC Robyn Gurney carried the Baton in North Ayrshire in mid-July, barely a week before the Games opening ceremony at Celtic Park.

John was able to allow Cadets from Ardrossan to see the baton up close during his allotted time.

John is also a community worker with the local authority, working with many community groups in North Ayrshire.

As well as being a Sea Cadet for many years, Robyn is also a Girl Guide.

Front-page coverage

MEMBERS of Bolton unit featured on the front page of their local paper as they paid their respects to the Servicemen who gave their lives during World War 1.

Sea Cadets from the unit marched through the town with current and former Servicemen and women in Bolton as Rev Matthew Thompson, of Bolton Parish Church, led a service to commemorate the anniversary at the town's Victoria Square.

Dozens of councillors watched as the Mayor of Bolton, Cllr Martin Donaghy, laid the first wreath at the war memorial, while one Sea Cadet from the unit, Ben Sulley, was pictured holding a wreath at the memorial.

Cllr Cliff Morris said: "It was an excellent service and a fitting way to remember those that gave their lives to us."

"There was also a very large crowd who were quiet and showed respect, which was fantastic to see."

It is estimated more than 9,000 troops and sailors from the Lancashire town lost their lives during the Great War.



● Royal Marines Cadets march past the Duke of Edinburgh at Buckingham Palace



● The Duke of Edinburgh inspects Royal Marines Cadets in the grounds of Buckingham Palace

Jersey sureshots bag trophies

THE shooting team from Jersey unit (**Southern Area**) put up a strong performance at the Inter-Services cadet rifle meeting at Bisley, winning a haul of trophies and medals:

Perhaps the most prestigious was the Tipner Cup, as the Sea Cadet Corps national champions.

But amongst the other prizes they took back across the Channel were:

■ The Sheerness Cup and four gold medals, awarded to the highest placed SCC team in the Frankfurt Shield;

■ Two Jersey cadets were in the top three of the individual positioning in both the overall SCC and Tyro Trophies;

■ MC2 Runacres won an RMRA Medal for the highest-placed Royal Marines Cadet;

■ MC2 Runacres also won the Navy League Cup

for the top-placed Sea Cadet;

■ MC2 Runacres was also the only member of the Sea Cadets to receive a Cadet 100 accolade as he was placed 98th overall for the weekend.

A good effort by the team – and by their coach Lt (SCC) DelaCour.

Windsurfing camp

MORE than 22 Sea Cadets from across the UK attended a National Windsurfing Camp at the North West Area Boating Station at Crosby in Liverpool.

They were there to gain their Royal Yachting Association 1-3 qualifications in Start Windsurfing (for beginners) and undertake intermediate non-planning windsurfing courses.



● The Mayor of Fareham, Cllr David Norris, chats to ten-year-old VCC cadet Max Stagg

Mayor visits for Divisions

THE Mayor of Fareham, Cllr David Norris, and Mayoress Pamela Norris were guests at the HMS Collingwood Volunteer Cadet Corps (VCC) End of Terms Divisions.

Such events also include presentations to cadets who have excelled in a variety of ways, and occur three times a year.

During the evening the cadets underwent an inspection in their Number One uniforms by the Mayor, who also witnessed the cadets march past.

VCC Commanding Officer WO Mike Fuller said: "The Mayor and Mayoress were impressed with the smartness of the cadets' drill and their standard of dress."

The unit meets twice a week at Collingwood, where they undertake naval-related subjects and sport.

The unit participates in community life, including public parades, the HMS Collingwood Open Day and the remembrance ceremonies, as well as events staged further afield, such as Armed Forces Day parades and events in Cardiff, and Field Gun demonstrations at public shows around the country.

One such recent events was the D-Day commemoration programme at Southsea.

The unit also takes part in inter-unit sporting activities, and field gun competitions against the other VCC units in the area.

Former CO dies

A FORMER Commanding Officer of Stoke Newington unit has died at the age of 92.

Lt Cdr (SCC) Anthony Greenwood RNR led the London unit between 1959 and 1967, going on to become 5 Area Officer until 1976.

According to his son Peter: "The unit flourished under his command and was awarded the Stephenson Trophy and many pennants – I was very proud to serve under him."

"As a youth he was a member of the Stoke Naval Brigade and during the war served as a signalman, eventually making petty officer."

"He initially served on the minesweeper HMS Cypress and continued into foreign service on the destroyer HMS Beaufort and then HMS Paladin."

"He was awarded six war medals, including the Africa and Italy Star and the Cadet Corps Long Service Medal."

Sailing around UK (and Bermuda too)

THOUSANDS of Sea Cadets across the country and overseas that took on a challenge to collectively sail 7,380 miles – the equivalent of sailing around the UK, in just nine days to raise money for their units.

And the young mariners smashed their target by 65 miles.

During the period Saturday June 21 to Sunday June 29, Sea Cadets and volunteers were out on the water to sail as many miles as they could, seeking sponsorship for every mile they covered.

They took over lakes, rivers, canals and boating stations across the country to help them reach their target.

Funds raised were put towards their own projects, such as new equipment, with ten per cent going towards bursaries to help disadvantaged cadets attend offshore adventures – including voyages on the new Sea Cadet flagship, which is being built in Northern Spain.

Captain Sea Cadets Capt Jon Holloway also put in the miles, touring the country to visit units and boating stations to help them reach their target.

Capt Holloway said: "Sea Cadets really do love a good challenge!"

"Last year we rowed the world to raise money for our new flagship, and this year we've sailed the UK to fundraise for units."

"A big thank you to everyone



● Sailing on the Brent Reservoir in North London, site of the Sea Cadets' Welsh Harp boating station

that took part.

"During my tour I drove 16,000 miles, visiting Twickenham, Thrapston and Derwenthaugh boat stations, Grangemouth, Cornwall, North West Boating Station in Crosby, Sheppeney and Woking.

"I managed to sail 30 miles with cadets to help reach their target."

At least 135 Sea Cadet units took part in the initiative, and among the highlights were:

■ PO (SCC) Enrico Cabrini, at Tameside, led a crew of five to

sail from Holyhead to Conwy to raise money for offshore bursaries for Sea Cadets;

■ Ellesmere Port were at North West boating station in Crosby, Liverpool, sailing 75 miles and raising over £200;

■ London Area office team, with three cadets from Finchley, Maldon and Harrow, sailed from Tower Bridge to Royal Victoria Docks. Cadets clocked up 24 miles each, with the office team sailing 12 miles each;

■ Bermuda unit clocked up a total of 319 miles over the week;

■ A cadet from Aberdeenshire unit took part in the campaign during her week on TS Royalist, sailing 110 miles and raising £322;

■ Rickmansworth and Watford sailed 119 miles between June 20 and 22, with unit assistant Priyan Patel taking part in the Round-the-Island race and clocking up 94 miles;

■ Buxton and Bollington and Macclesfield units got together at Errwood Reservoir in the Goyt Valley to sail 250 miles, raising £500.



MAY saw the annual commemoration of the sinking of battlecruiser HMS Hood in the Battle of the Denmark Strait – and a West Country unit helped mark the occasion with a senior naval officer.

St Austell cadets were invited by the HMS Hood Association to dine with them in Portsmouth, in the presence of Second Sea Lord Vice Admiral David Steel, and take part in their annual parade.

Sub Lt (SCC) Benjamin Nash RNR, CO of St Austell, said: "The cadets had a fantastic time. They were incredibly respectful the whole weekend and definitely showed the HMS Hood Association what Training Ship Hood was all about."

"The Second Sea Lord was extremely pleasant to talk to and the cadets saw meeting him as the pinnacle of their weekend."

"The HMS Hood Association very kindly donated £2,000 towards our minibus fund a few months prior to the weekend, and we attended to show our extreme gratitude for their assistance."

"We will definitely be back each year."

Hood was sunk in an encounter with Bismarck and Prinz Eugen on May 24 1941 with the loss of all but three of her 1,418 sailors.

Glimpse of Collingwood

A CONTINGENT from Sutton Valence School CCF visited HMS Collingwood, in Fareham, for the first time for a brief glimpse of Naval life.

Head of the Naval Section Lt Dan Keep accompanied 33 teenagers from the school near Maidstone, Kent, to the Phase 2 Training Establishment, where they experienced two days in the life of Navy personnel – as well as sailing at the RN Sailing Club at Whale Island and trying the Collingwood low ropes course (right).

Newly-promoted POC Beth Webb said of the low-rope challenge: "I've really enjoyed today – I didn't know what to expect but it's been fun."

"We've really had to think about what we're doing and communicate well as a group to achieve the challenges."

Tilbury support is celebrated

EXECUTIVES from the Port of Tilbury joined cadets, staff and volunteers from Thurrock unit at their RYA training centre, based within Tilbury Docks, to celebrate a link stretching back 25 years.

Forth Ports, who own the port, have been loaning the unit – free of charge – an established launching area, quayside storage space and unlimited use of the 2.5 mile sheltered water area in the heart of the port.

Cadets from Thurrock and the South East train in a range of watersports throughout the year at the centre.

As a thank-you for the assistance given to the cadets over the past 25 years, a presentation was organised at the Cadet Training Centre with port managing director Perry D Glading and colleagues in attendance.

After the cadets presented a painting, the port executives were invited to enjoy an evening buffet, and then witness the cadets operating sailing, power and rowing boats in a dedicated boating area.

Unit CO Sub Lt (SCC) Russ Calver RNR said: "Without the continued support from everyone at the Port of Tilbury many of these young people would not access watersports in the local area."

"The valuable maritime skills that are developed within the Sea Cadets are beneficial to developing social and personal confidence and Mr Glading and the Tilbury team go out of their way to ensure the best facilities are available to us."



● PO Cdt Shona Beasley receives her prize from Capt Bob Fancy, the CO of HMS Raleigh
Picture: Dave Sherfield

Shona is top trainee

A SEA Cadet from Rotherham has been presented with an award as one of the top students trained at the Defence Maritime Logistics School (DMLS) over the past year.

PO Cdt Shona Beasley was presented with the Youth Training Award at the school's annual awards ceremony, held at HMS Raleigh in Cornwall.

The prize is awarded to the cadet who achieved and maintained the highest overall standards during training.

The 18-year-old undertook a week-long Cooks and Stewards 1st Class course at the DMLS last December.

Shona's citation for the award reads: "Reliable, very smart and always cheerful, her positive attitude contributed much to the overall success of the week."

"It was pleasing to witness her enthusiasm for both the preparation and serving of the assessed meals."

"PO Cdt Beasley's great strength was her natural ability to assist her peers on the course less capable than herself."

Shona said: "I was surprised to win the award and feel very proud of my achievement."

"I thoroughly enjoyed my training at HMS Raleigh and learnt some valuable life skills."

Having just completed her A Levels at Wath Comprehensive School, Shona is planning to head to university later this month to undertake a nursing degree, with the aim of joining the Royal Navy as a nurse.

Shona became a Sea Cadet in 2008 and recently represented the UK on an international exchange trip to Australia.

Although based at HMS Raleigh in Cornwall, the DMLS is part of the wider Defence College of Logistics, Policing and Administration, and provides training to all officers and ratings of the Logistics specialisation, including catering services, supply chain and personnel administration.

As well as training Royal Navy personnel, the DMLS trains members of the RNR, RFA and the Sea Cadet Corps.

Gangnam record

CADETS and staff from Cardiff unit took part in a record-breaking mass dance at the Whitchurch Festival.

Some 1,100 people gathered on the village green to set a new world record for a Gangnam Style dance, who had initially been asked to attend the festival and perform a display of the field gun run, but were then asked to also join in the record-breaking attempt, which was to raise awareness for the work carried out by the nearby Velindre Cancer Hospital.

Rocket's bell at reunion

A SURPRISE joint birthday celebration was held for Florrie and ex-Navy man Oliver 'Shiner' Wright at St Andrew's Church Centre in Clevedon, to mark their 90th birthdays.

Nearly 100 people attended from all around the UK as well as Canada and New Zealand.

Their daughter Jackie had posted a wedding photograph of them on a Facebook group, asking if anyone remembered them; Shiner wore his Royal Navy uniform when they married.

It wasn't long before it was revealed that the bell from HMS Rocket, the ship he served in for three years in WW2, mainly out in the Far East, resides with Maidstone Sea Cadets at their headquarters, close to All Saints' Church where they were married.

Maidstone Councillor David Naghi (Chairman of Maidstone Sea Cadets) drove the bell to Clevedon, to reunite it with the 90-year-old shipmate.

The couple had planned to send a donation to Maidstone Sea Cadets but were able to hand over their cheque, some framed photographs and a folder of photographs and history of both Shiner and HMS Rocket at the celebration.

Bus back at front

LONDON Transport Museum's recently-restored B-type bus No. B2737 is to be converted into a camouflaged WW1 'Battle Bus'.

It will visit battlefields in France including Belgium, Arras, Passchendaele – where the Royal Naval Division fought – and Zonnebeke near Ypres, this month to commemorate the sacrifices made by transport workers during the conflict.

London buses played a vital role in supporting Britain and her allies during WW1 with more than a thousand buses commanded by the War Department for service on the front lines.

Navy-mad lad's dream comes true

SIX-YEAR-OLD James Kenworthy takes command of one of the Royal Navy's newest warship.

It was a dream come true for the Navy-mad Derby lad.

James wrote to First Sea Lord Admiral Sir George Zambellas to ask if he could attend the naming ceremony of the new aircraft carrier HMS Queen Elizabeth in Scotland.

Unfortunately all the tickets for the event had gone, so Admiral Zambellas arranged for a personal tour of Type 45 destroyer HMS Dauntless in Portsmouth instead.

James, a pupil at Silver Hill Primary School, Mickleover, was taken to every part of the ship including the hangar, bridge and flight deck.

He also enjoyed a glass of squash in the wardroom with officers and climbed into the captain's chair on the bridge.

He said: "Before the visit

I thought I wanted to join the Royal Navy or Royal Marines, but now I know I want to be an engineer in the Navy.

"HMS Dauntless looks really cool – it's really exciting."

As a memento of the visit, Dauntless' Lt Alexandra Whale presented the youngster with a cap complete with the HMS Dauntless cap tally, plus assorted rulers, magnets and badges for him to share with his classmates.

James' dad Dave, 49, said his son's interest in the Navy was inexplicable as they live away from the coast and have few military connections.

"For some reason he has just been really taken with the ships and particularly the Type 45 destroyers because they are new," he said.

"James loved the opportunity to see the people and equipment of the modern Royal Navy and this has encouraged him to further his career ambitions."



● James in the captain's chair with Lt Alexandra Whale

Picture: LA(Phot) Nicky Wilson, FRPU East

Master is a real master

A ROYAL Navy Policeman from Dartmouth is celebrating the successful completion of his Masters degree in Defence leadership.

Master-At-Arms Richard 'Ted' Heath joined the Royal Navy in 1986 at the age of 16 with a basic secondary education and started his degree course in January 2010, after completing an assignment as a Divisional Instructor at Britannia Royal Naval College.

The 45-year-old said: "Having never been involved with any form of higher education before, the hardest thing was grasping the context of critical thinking."

"It has been fascinating researching the concept of leadership and then coming back to BRNC in 2012 as a member of staff."

While serving in the Royal Navy, the Torquay man has also improved his educational qualifications by studying for GCSEs and National Vocational Qualifications (NVQ) under the National Qualification Framework (NQF).

MAA Heath said: "The Royal Navy has fully supported my educational development and there are many opportunities still left open to me."



Honouring a legend

THE Royal Navy's most decorated pilot delivered a lecture on a life in aviation at the Fleet Air Arm Museum at RNAS Yeovilton.

Ninety-five-year-old Capt Eric Melrose 'Winkle' Brown CBE, DSC, AFC, KCVSA, PhD Hon FRAeS has flown more aircraft types (487) and performed more carrier deck landings (2,407) than any other pilot.

More than 400 people gathered beneath the wings of Concorde in the museum to listen to the annual address for the Fleet Air Arm branch of the Royal Aeronautical Society (RAeS).

Silence fell as Capt Brown took to the podium (*pictured left*) – alongside a portrait which has been loaned to RNAS Yeovilton.

Capt Brown said: "It is my pleasure to be here, thank you for inviting me. It's a

wonderful setting."

Cdr Mark Langrill, Head of Air Engineering on the Air Station and Chairman of the FAA branch of the RAeS, said: "Captain Brown has long been a staunch supporter of the Royal Aeronautical Society, and we are privileged that he has allowed us to name our new flagship annual lecture in his honour."

The Lucasta Partridge-Hicks portrait of Capt Brown on display throughout the evening was accepted into the RAeS' permanent collection in 2013. It's on long-term loan to the FAA at Yeovilton.

President of the RAeS Air Cdre Bill Tyack said: "Winkle is quite simply one of the most distinguished aviators the world has seen. I am proud and humble to honour the man."

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Deaths

Sir Jocelyn 'Jockey' Charles Roden Buxton 7th Bt. Volunteer for FAA and in 1942 undertook 18 months' training, becoming Wildcat pilot based on carrier Campania for Arctic convoys. On two occasions in 1944, off Kola Bay, he was credited with a share in shooting down enemy aircraft and was mentioned in despatches. While en route to Machrihanish in 1945, a faulty fuel gauge forced him to ditch in the Firth of Clyde; he was picked up by a submarine. In a raid on German positions in Norway, he was shot down, ditched in the sea and was rescued by a destroyer. After the war he obtained a private pilot's licence and worked for the Uganda Company. He joined the RNVR and flew Seafires at weekends, and on the outbreak of the Korean War he volunteered for active service. He qualified to fly the Sea Fury and in 1953 was one of the first RNVR pilots to establish himself as a regular squadron pilot. Taking off from Ocean and Glory, he flew almost every day, targeting roads and bridges. August 8. Aged 89.

Surg Rear Adm Ian H Colley. HMS Cardigan Bay, Centaur, Drake, RNAS Ford, Lee-on-Solent, Yeovilton and Gibraltar. July 12.

Capt Ian A Wright. As a midshipman in HMS Berwick 1945 he took part in Operation Winded in the Narvik Leads and saw out the end of the war in Implacable (British Pacific Fleet). Post-war he served in Comus in the Far East and during the Korean War was second gunnery officer in Newcastle. 1955 appointed gunnery officer to Diana for Operations Mosai I and II, nuclear tests in the Montebello Islands of Australia. During Operation Vantage in 1961 he was gunnery officer in Victorious, then directed staff at the Joint Services Staff College at Latimer. 1966-68 he commanded Falmouth, including the Beira Patrol, then was 2nd of the gunnery school at HMS Excellent. In 1971 he led the RN Training Team in Nigeria, and was later appointed Naval Officer Commanding the Nigerian Naval Flotilla. June 28. Aged 87.

Capt Brian H G M Bayham. HMS Torquay, Eagle, Fort, Devonshire, Norfolk, Sultan and Dolphin. August 2. Aged 92.

Capt Michael Forrest. HMS Hampshire, Albion, Osprey, Terror, RNAS Yeovilton, Bramcote, DG Ships, NA Tokyo and Seoul. August 3.

Cdr Randal von T B Kettle. 804 NAS, HMS St Bride's Bay, Centaur and Bulwark. July 14. Aged 89.

Cdr Oliver Wright. Joined HMS Abelia as a midshipman and on D-Day escorted US troops to Omaha beach. For the remainder of the war he was involved in Atlantic convoys and U-boat patrols. Post-war he served in Sheffield and Vigo, also Constance (Korean War). Whilst CO of Ton-class minesweeper HMS Wilkieston (104th MSS in Malta) in 1958 he was responsible for introducing and designing the Blackfoot funnel badge - when Wilkieston's engines ran slowly oil gathered in her funnel and eventually spilled out, resulting in upper decks and superstructures being covered in sooty oil, turning the soles of everyone's feet black. As a protest at soaring bills for paint and cleaning gear he suggested the squadron should christen itself 'the Blackfoot Tribe'. Founder member of the Ton Class Association, the 8th Destroyer Squadron and HMS Vigo Association. July 12. Aged 89.

Cdr T Geoffrey Maltby. RNAS Culdrose, HMS Loch Fada, Jupiter, Brighton, CinC Fleet and FO Gibraltar. May 31.

Lt Cdr Philip Cookson. Entered

Dartmouth 1944 and in 1953 volunteered for the Submarine Service, serving in Sea Devil (1953-55 and 58-59), Explorer - an experimental boat powered by highly-unstable high-test peroxide, known to her crew as 'Exploder' - (55 and 57-58) and Selenite (56-57). In 1960 he passed the submarine CO's qualifying course; his first command was Seraph. He commanded minesweeper Brontes 1961-62, and after a spell attached to the British Embassy in Madrid he commanded submarine Alaric (1963-64). 1969-70 in charge of the Submarine School at HMS Dolphin. His last appointment was 1971-73 when he helped to establish a new NATO command structure in Portugal. Post-RN he held an appointment as Chief Operations Officer of the Sultan's navy overseeing the creation of a new naval base. Member of the Dolphin branch of the Submariners Association. June 28. Aged 82.

Lt Cdr Peter J Barber. 800, 803 and 831 NAS. HMS Ark Royal, Eagle, A&AEE Boscombe-Down. July 26.

Lt Cdr Charles E Livingstone. HMS Birmingham, Bulwark, London, Dryad, Illustrious, Invincible, MOD Portsdown and FOSF Staff. July 4. Aged 59.

Lt Cdr Richard H Tremaine. RNAS Lossiemouth, Brawdy, Lee-on-Solent, Hal Far, HMS Vengeance and President. July 18. Aged 89.

Lt Cdr Christopher A Weale. RNAS Lossiemouth, Brawdy, Lee-on-Solent, 738, 738, 803, 800B and 759 NAS. A&AEE Boscombe Down. July 2. Aged 77.

Lt Cdr (SCC) Anthony Greenwood. RNR, PO Signalman during WW2, served in HMS Cypress, Beaufort (L14) and Paladin. 1959-67 he was CO for Stoke Newington Sea Cadets (Unit 320) becoming Area 5 Officer till 1976. July 26. Aged 92.

Lt Col Charles Verdon RM. Joined the Royal Marines as a probationary second lieutenant 1940 (coming top of his class) and was appointed to the newest battleship in the Fleet, Prince of Wales. Surviving her sinking he returned to Singapore in Express where in 1942 he was taken prisoner when Singapore surrendered and endured over three years of brutal captivity, working on the Burma-Thailand railway. Post-war he returned to Service and spent 1948-51 in Malta. Attended Staff College, Camberley, 1951 then for four years was responsible for the RM reserves and mobilisation plan. 1956 he attended the commando course at Bickleigh and again was best student. In 40 Cdo he saw action as a troop commander in Cyprus during the Emergency and commanded an HQ troop during the Suez Crisis. 1961-63 he commanded 41 Cdo then helped work up Albion as a commando carrier. Retired in 1965. April 10. Aged 91.

Lt Gordon 'Curly' Pickard Observer FFA. Volunteered for the FFA in 1940 and became a Naval Airman 2nd Class at HMS St Vincent and trained in Trinidad. 1943 as the observer with 842 NAS was part of the force that occupied the Azores. Whilst deployed on convoy duties in 1944 he was at standby on carrier Fencer when, off Ireland, a U-boat表面在 the middle of a homeward-bound convoy. He and the other crew of his Swordfish, pilot S/Lt 'Tommy' Thomson DSC and telegraphist air gunner LA 'Bill' Bailey took off even before the ship had fully turned into the wind and attacked the submerging U-666 with three depth charges. Later research confirmed their kill. By the time the squadron was disbanded in 1945 he had flown 326 flights. June 25.

Lt John A Johnson RNVR. MMS 1005. July 23. Aged 93.

S/Lt Miroslav S Lansky RNVR. From HMS Ganges he joined HMS Norfolk as a rating in time for the Battle of North Cape. 1944 after officer training at HMS King Alfred he was posted to HMS Cassandra escorting Arctic convoys but when her bow was blown off he was stranded in Murmansk for weeks. Joined HMS Venomous 1945 and accompanied Valorous to Kristiansand as part of Operation Apostle to accept the surrender of German naval forces in Norway. Attended US Navy's Japanese language school in Colorado but when the war in the Pacific ended he returned to the UK to complete his degree and worked as a translator for the UN in New York, Bangkok and Geneva. July 15 in Geneva. Aged 89.

S/Lt (A) Frank R Jackson RNVR. 825 NAS and HMS Vindex. July 15.

S/Lt Sir (Arthur) Godfrey Taylor DL RNVR. 880 NAS. May 31. Aged 88.

S/Lt (A) David R Wells RNVR. 828 NAS and HMS Implacable. July 19.

John Baker CPO (Wtr). Served HMS Antrim, Arethusa and Hermione, also at the British Embassy in Canberra, Australia. Awarded the BEM 1992 for services to the RN. Member of RN Writers Association. April 23. Aged 62.

Edward 'Ted' Donald Palfrey CCY(TCI). Served 1940-68 HMS Ganges, Impregnable, St George, Drake, Norfolk, Searcher, London, Illustrious, Flamingo, Newfoundland, Mercury, Phoenix and Albion. Founder Member of the RNCCA (RN Communication Chiefs Association). July 26. Aged 89.

John Markham CPO. Served 1951-73 St Vincent, Victoria Barracks, HMS Vigilant, Centaur, Fife, Ark Royal and instructed cookery at Chatham. July 28. Aged 78.

John 'Jan' Pawley RS (PO Tel). Served 1955-69 Victoria Barracks Southsea, HMS Urania, Dunkirk, Goldcrest, Drake, Bulwark, Lock, Insh and President (Whithead Wireless). July 26. Aged 76.

Robert 'Jim/Ginge' Dockrell L/Tel. Served 1941-46 (Chatham boy) on HMS Duncan and Nigeria. July 10. Aged 90.

Charles Edward 'Fez' Parker ME1. Served 1956-63 HMS Opossum (frigate), Mounts Bay, Andrew, Adamant and Crossbow. Former chairman of HMS Opossum Association. July 21. Aged 76.

John Alfred James Palmer AB. Served 1939-46 HMS Kent, Atlantic convoys and Op Pedestal (Malta). June 17. Aged 91.

D 'Dave' Elder CERA. Served 1939-46 X-craft. Royal Berkshire branch. Aged 88.

B 'John' Stewart Sig. Submarine Service 1955-60 in Tiptoe (55-56), Artful (57) and Scotsman (58-60). Scottish branch. Aged 79.

A 'Alex' Wood Sto.Mech. Submarine Service 1952-56 in Technician and Thorough. South Kent and Medway Towns branches. Aged 83.

Gordon Barber L/Sea. Served in HMS Marlin. 2013. Aged 89.

Arthur Heath AB. Served HMS Welfare. May. Aged 85.

Cyril Bramzell L/Sea. Served HMS Pelorus. June 16. Aged 90.

Jim Dearlove AB. Served HMS Recruit and MMS 1772. August 4. Aged 85.

Terrence 'Terry' Bishop L/Tel. Served

next AGM at the National Memorial Arboretum, Staffs, on November 15. A short service will be held at the Neptune & Kandahar Memorial at noon, AGM at 1400 in the Rose Room. Relatives and friends welcome. www.hmsneptune.com/welcome

HMS Relentless Association: 2014 reunion from November 28-30 at Tillington Hall Hotel, Stafford, including the dedication of the HMS Relentless memorial at the National Memorial Arboretum. Any ex-Relentless (H85 destroyer or F185 Type 15 frigate) who served at any time 1942-71 welcome. See www.hmsrelentless.co.uk or tel 023 9259 9640.

Sinking of Bulwark V: Subject to confirmation a commemoration of the 100th anniversary of the sinking of Bulwark on the Medway will take place November 28-30. A vessel will take a limited number of personnel to the wreck for the wreath-laying or

johned.carter@ntlworld.com

Aged 93.

1939-46 at Chatham, HMS Wanderer, Dido, Sheba and Sussex, also CinC staff at Alexandria 1942-43. Assisted in the relief of Changi PoW camp. HMS Dido Association and founder member of Uttoxeter RNA. July 15. Aged 96.

Anthony 'Tony' Beck Telegraphist Air Gunner. Served 1943-45 WW2, including HMS Emperor. July 19. Aged 88.

ASSOCIATION OF RN OFFICERS

Cdr Peter Moore. HMS Dunkirk, Tintagel Castle and Dido. July 14. Aged 90.

Cdr Ian G Riley. HMS Malcolm, President, Jufair, Ganges, NATO and National Defence College. July 14. Aged 85.

Major Edward J Stroud DSC RM. HMS Lanka, Appledore, Devonshire, RM Deal and Eastney Barracks. July 24.

Lt Cdr John B Cottrell. HMS Euryalus, Swiftsure, Caledonia, Forth, Jupiter, Whirlwind and Keppel. July 14. Aged 90.

Lt Cdr David A Doole. RNAs Culdrose, Yeovilton, NATO Oslo, Naples, and CinC Portsmouth staff. July 12. Aged 76.

Lt Cdr Rod J Higham. HMS Excellent, Vernon, Palliser, Dryad, Eskimo, Bristol, Newcastle, Bideford and CinC Fleet staff. July 27. Aged 71.

Lt Cdr Michael J Price. HMS Eagle, Raleigh, Arthusa, Centurion, Argonaut, Invincible and Fisgard. July 14. Aged 79.

Lt Cdr Adrian S Martin RNR MBE. RNR Commis Training Centres. July 31. Aged 92.

Lt Cdr Brian L C Wakeley. HMS Galatea, St Vincent, Seahawk, Eagle, Osprey, Dryad and Kent. July 28. Aged 84.

Lt Cdr John G Walmsley. HMS Ark Royal, Thunderer, Dolphin, Revenge, AUWE and BDLS Australia. July 14. Aged 69.

Lt R Vic Simmons. HMS Adamant, Daring, Vernon, Plover, Osprey and Cochran. July 14. Aged 92.

Myrtle E Pitchford 3/O (nee Armstrong).

SUBMARINERS ASSOCIATION

D 'Dave' Elder CERA. Served 1945-48 in Sirdar, Thermopylae and X-craft. Royal Berkshire branch. Aged 88.

B 'John' Stewart Sig. Submarine Service 1955-60 in Tiptoe (55-56), Artful (57) and Scotsman (58-60). Scottish branch. Aged 79.

A 'Alex' Wood Sto.Mech. Submarine Service 1952-56 in Technician and Thorough. South Kent and Medway Towns branches. Aged 83.

ALGERINES ASSOCIATION

Gordon Barber L/Sea. Served in HMS Marlin. 2013. Aged 89.

Arthur Heath AB. Served HMS Welfare. May. Aged 85.

Cyril Bramzell L/Sea. Served HMS Pelorus. June 16. Aged 90.

Jim Dearlove AB. Served HMS Recruit and MMS 1772. August 4. Aged 85.

Terrence 'Terry' Bishop L/Tel. Served

and an assembly for a march and service will be held at Woodlands Cemetery, Gillingham. Dinner at King Charles Hotel and church service in Chatham. Details from Denis Askham on askhamd@orangehome.co.uk

Membership enquiries to Leigh Easton, Glenmoray, Hayford Pl, Cambusbaron, Stirling, FK7 9XJ ngsfo@tiscali.co.uk or visit www.bulwarkassoc.co.uk

December 2014

HMS Aldenham: A service of remembrance to commemorate the 70th anniversary of the loss of the last British-manned destroyer sunk in WW2 will take place in the Church of St John the Baptist, Aldenham, Herts at 10.15 on December 14.

HMS Aldenham Association invites friends and relations to the service and to the buffet lunch afterwards at the Aldenham Sports and Social Club. All standards welcome.

Contact John Carter on 01442 249792 or johned.carter@ntlworld.com

The Neptune Association hold their

annual meeting at the National Memorial Arboretum, Staffs, on November 15. A short service will be held at the Neptune & Kandahar Memorial at noon, AGM at 1400 in the Rose Room. Relatives and friends welcome. www.hmsneptune.com/welcome

2014

HMS Aldenham: A service of remembrance to commemorate the 70th anniversary of the loss of the last British-manned destroyer sunk in WW2 will take place in the Church of St John the Baptist, Aldenham, Herts at 10.15 on December 14.

HMS Aldenham Association invites friends and relations to the service and to the buffet lunch afterwards at the Aldenham Sports and Social Club. All standards welcome.

Contact John Carter on 01442 249792 or johned.carter@ntlworld.com

For those joining the Reserves, the new terms will automatically apply to those who attest on or after October 1 2014.

The consultation that informed the Future Reserves White Paper revealed Reservists wanted to be able to play a wider role in Defence.

These changes will realise that desire and give

the location, date or similar shots on file.

Keen to learn more of his relative's wartime career all he has been able to glean thus far is the following: Ian McCrae Fraser; born Oct 8 1921; died in Auckland 1983 age 62. He appears on the UK Navy List on NZ Naval reservist February, 1944, Vol. II as a Temporary Sub Lt and again Navy List: April, 1946, Vol. II as a Temporary Lt. If you can help contact Peter Dilley at dilley@actrix.co.nz or write to 9 Ideisa Place, Totara Heights, Auckland 2015, NZ.

Prints of Fleet Reviews circa WW1: Whilst in Malta 1955-56 George Sexton saw large pictures of Fleet Reviews, circa WW1 era, on the walls of bars in Malta, in particular in Valletta, Siema and Msida, printed by either *The Times* or *The London Illustrated News*. Has anyone any idea where copies of these pictures can be obtained? Contact George, ex-WO Steenie (retired 1978) at fleetchief2@sky.com or tel 01772 337659.



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Marine's magical moment



Picture: Graeme Main

● Chris Sherrington celebrates winning gold at the Commonwealth Games in Glasgow

TWO of the Royal Navy's elite athletes won medals at the Commonwealth Games in Glasgow.

Royal Marine Chris Sherrington took the gold medal in the judo 100+ kgs category, with Royal Navy counterpart Lt Cdr Mark Shaw winning bronze.

The duo are two of the Service's elite athletes – their 'day job' is their sport – and have trained alongside each other for years.

Chris, 30, who fought in the London Olympics and was representing Scotland, threw South African Ruan Snyman for two waza-ari scores to claim gold.

"I fought like only a Royal Marine Commando knows how, fierce, unforgiving and with brutally-swift precision," he said.

"Without the Royal Navy, Sport Scotland and Judo Scotland I wouldn't have made it this far. I hope my brothers and sisters in the Armed Forces are proud of me and my result."

Chris said his opponent looked young and ambitious, with the marine quickly realising he would have to throw him to stop him continually charging.

"He put up a good fight," he said. "But at the end of the day he ain't Royal."

Using a move he says he 'patented' himself – a throw where the grip is lower down on the judo suit than is traditional – he took Snyman down.

"I would never have done judo if it hadn't been for the Corps," said the green beret. "The Corps made me a better person, more intense, more focused and more



● From left, Capt Christopher Smith, Naval Regional Commander, Mne Sherrington, Lt Cdr Shaw, AB Osbourne, POPT O'Connor and Cdr James Stride, with members of the crew cheering

physically fit and mentally robust. And without them I would never have gone back to judo so there is a lot to thank them for."

Lt Cdr Shaw, a diver by trade and who fought for Wales, held down New Zealand's Sam Rosser to win bronze.

He said: "I'm absolutely delighted to have won a bronze medal. It was a very tough and stressful day, especially after making a mistake in the quarter-final. To pick myself up and fight through to bronze was so pleasing.

"It's been a long road and considering I was carrying a serious injury into the games I'm over the moon to get a podium finish. I'm very grateful to the Navy which has provided the support and opportunity to allow me to train and prepare in the best possible way."

Sherrington and Shaw took

their medals to show the crew of HMS Duncan as the Type 45 visited Glasgow during the games.

The two were joined by AB(D) Jeremy Osbourne, who represented Guernsey in the pool and POPT Stu O'Connor, who coached boxers from Antigua and Barbuda, Dominica, Grenada and the Isle of Man.

Diver Jeremy swam in the 4x100 and 4x200 men's freestyle relay, shattering Guernsey's individual record by six seconds.

HMS Duncan's CO, Cdr James Stride, said: "It's fantastic to have world-class Royal Navy athletes on a world-class Royal Naval ship."

Stride added: "It has been fantastic coaching all of my boxers from such varied backgrounds and it really has been a treat to be appreciated by my colleagues in the Royal Navy."

REVIEW

Go commando (once again)

LONGER, harder, rougher, better.

The best documentary ever made about the Royal Marines is now all of these things and more.

Commando: On the Front Line, the Director's Cut is an enhanced version of Chris Terrill's 2007 (yes, it really was that long ago) original, which proved to be one of the most successful military documentary series ITV have ever screened.

Seven years on – and to mark the 350th anniversary of the Corps – Chris has expanded on the original eight-part series with four hours of additional footage (the programmes have been extended from 30 minutes to an hour), plus an account of his efforts to earn the green beret (*The 55-Year-Old Commando*). The filmmaker succeeded – and the headwear is his "proudest possession."

Newly-qualified Bertie Kerr featured heavily in Chris' original series; the two went back to Helmand to look back on the tour of duty and progress made in Afghanistan since.

That sequel, *Commando: Return to the Front Line*, is included in this very impressive three-disc DVD package, available from August 18 for a bargain £11.

And thanks to Chris and ITV we have 20 copies of the DVD to give away as a competition prize.

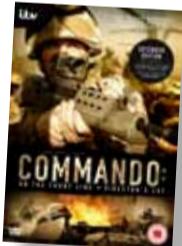
To win, tell us the only battle honour to feature on the Royal Marines' legendary crest, the Globe and Laurel.

Send your answer on email to commando@navynews.co.uk or in the post to 'Commando Competition', Navy News, Mail Point 1-4, Navy Command, Leach Building, Whale Island, Portsmouth, PO2 8BY.

Entries must be received by mid-day on October 15 2014. Normal *Navy News* competition rules apply.

Fear God, dread nought

THE GROVE REVIEW



In 2008 Richard Blake published his ground-breaking work *Evangelicals in the Royal Navy 1775-1815*, which looked at the impact of officers and men of that persuasion on the Navy in that period.

He now continues the story into the 19th Century to 1879, when Queen's Regulations and Admiralty Instructions were substantially revised, writes Prof Eric Grove of Liverpool Hope University.

Although the new book – *Religion in the British Navy 1815-1879: Piety and Professionalism* (Boydell, £75 ISBN 978 1 84383 885 2) – takes a slightly wider perspective and does include brief mentions of other versions of Anglicanism and Roman Catholicism, the main emphasis remains on evangelicals both Low Church and Non-Conformist.

The book argues that Evangelical influence did not cease at the end of the Napoleonic Wars, but became the most dynamic force in an increasing 'Christianisation' of the Service.

The foundations were laid by one of the most important senior officers of Evangelical persuasion Lord Barham, whose Regulations and Instructions were issued in 1806 when he was First Lord. Blake argues convincingly that their provisions provided a vital framework with their requirement that ships carry chaplains (whose duties were specified) and that commanding officers be responsible for the conduct and religious life of their ships' companies. As the author argues, Barham's Regulations "staked out a place for public religion and they offered an opportunity for revitalised piety to try what it might for the soul of the Navy."

In the immediate post-war era there was something of a reaction against evangelicalism and a resurgence of traditional Tory High Church attitudes.

The evangelical counter-attack was led, in part, by the growth of evangelical missions to merchant seamen who were still the source for RN ships' companies. There were also some 'Blue Lights' – evangelical officers – in the reduced Naval officer corps.

They tended to concentrate on service where their religious enthusiasm acted both as a spur and/or support, such as exploring the wastes of the Arctic or braving the disease-ridden West African coast to put down the slave trade. These officers proved that they could "manage a volunteer navy on acceptable ethical principles without sacrificing its martial qualities."

Some became very famous, notably Sir Bartholomew Sulivan and the ill-fated Sir John Franklin. The former's heroic and vital actions in support of the Fleet in the Baltic in the Russian War acquire a new context in Blake's account. He displays the interesting juxtaposition of professional efficiency and Christian humanity that made up this remarkable officer.

Evangelical influence was confirmed with the elevation of a leading practitioner, the Reverend William Tucker, to the post of Chaplain of the Fleet in 1865, six years after the title was created (a step forward in itself). Tucker had built up an excellent reputation in the Service.

"Sailors liked him, chaplains trusted him" – and he persuaded the Board of Admiralty to 'unfetter religion so that it could do more for the well being

of the Fleet.' His period in office until 1871 was a "period of general collaboration as faith morality, conduct and health partnered religion; now that the authorities had no fear of religion's adverse potential, it could safely be encouraged."

Tucker had to cope with the effects of the Oxford Movement, whose Anglo-Catholicism prescribed a very different form of Anglicanism. The 'High Church' party was transformed from the Protestant establishment traditionalism of Nelson's father's generation into a principled Catholic reinterpretation of the nature of the Church of England, an English counter reformation, no less.

Naval Chaplains and some officers were attracted to this 'Tractarianism' and tensions were sometimes created, notably an occasion in 1875, where a conflict between a Non-Conformist captain and Anglo-Catholic chaplain in HMS London caused both to be moved to other ships.

Such events were, however, rare and as nothing to the fierce conflicts over ritualism ashore. Tucker's own emphasis on frequent celebrations of the Eucharist helped give both High and Low Churchmen common ground and there seems to have been a desire among Naval Chaplains to be inclusive, although increased ritualism separated Anglicanism from the now more distinctively Protestant Non-Conformists and members of the Church of Scotland. Surprisingly, the first Church of Scotland chaplains were not appointed until 1915, a strange

case of Admiralty neglect and English and Anglican supremacy. Scots could feel very alienated by this religious situation.

Blake writes clearly and engagingly and his work is well supported by a considerable and impressive range of sources. He is willing to say when further work is necessary and the book provides a useful agenda for further research.

There are only a few quibbles. Given the importance of the anti-alcohol campaign in the evangelical agenda and the alcoholic excesses of traditional sailor life, the discussion of 'grog' falls into the old trap of too much emphasis on rum. The evolution of the official alcohol ration (beer, brandy, wine as well as rum) into the almost liturgical form it took in the 19th Century, owed much to evangelical temperance pressure and deserved rather fuller treatment.

The author is happiest with English Protestantism, but his grasp of other forms can sometimes let him down. His description of Presbyterianism in the glossary as a system where lay elders supervise the minister is a little misleading. The system is a hierarchy of committees formed of ministers and lay (but 'ordained') elders that range from the individual church to, in the Scottish case, a General Assembly chaired by a minister 'Moderator'.

Perhaps the author should have given more space to non-evangelical religion in the 19th Century Royal Navy, but his case of the growing importance of this brand of Christianity is well made. His book is a major contribution to the history of the 19th-Century Navy and deserves a wide readership.

Unfortunately, as with all the significant contributions to Naval historiography the price is high. One hopes this does not negatively affect the impact of an important book.

Engineer takes top shooting medal

AN AET from RNAS Culdrose has been awarded a prestigious medal for shooting at this year's Royal Navy & Royal Marines Operational Shooting Competition (RNRMOSC).

AET Alex Fisher (*pictured right*), who works in Culdrose's Merlin Depth Maintenance Facility (MDMF) servicing aircraft, has scooped the Queen's Medal and becomes only the 13th sailor to have done so since its inception in 1966.

"It's good to beat all the Royal Marines, they're the strongest competition and it was a really close competition," said Alex.

"There were only 30 points between me and second, which equates to about six shots. The Queen's Medal is all rifle shooting using the current service 5.56 weapon, from 500 metres all the way down to the close quarters at 25 metres."

The competition involved marksmen

representing the Portsmouth area, and Naval Air units and the Royal Marines organised and supported by Military Training Units from HMS Excellent and Raleigh.

Over 14 days of competition teams competed for 24 trophies over 20 rifle and seven pistol events. The competition culminates in the top 20 marksmen competing for the Queen's Medal for Champion Shot of the Royal Navy and Royal Marines.



Fun on and off the pitch

THE Royal Marines Rugby League team played their first match of their Australian tour less than 48 hours after arriving Down Under.

The game against Renown Utd RLFC proved a tough ask for the jet-lagged side as they went down 28-24 to the hosts.

The post-match hospitality didn't disappoint, with a traditional barbecue followed by a run ashore in Sydney (purely for acclimatisation purposes, obviously).

Many former Royals (complete with antipodean accents) turned out to support their former comrades.

Following four days training and sightseeing the team faced a NSW Tertiary Select side.

Composed of students who were involved in regular club rugby league, the RM team took away many lessons in set completion and retention, eventually winning 37-36 thanks to a trademark drop goal from Mne Rich Cadywould.

Outstanding performances from Cadywould and Cpl Carl Gilson ensured the Corps' structure remained, despite error-strewn periods.

Following another round of sightseeing and training, the RM team focused on the final fixture against the Royal Australian Navy.

The match turned out to be an even contest. The score seemed fixed at 34-34 on the 78-minute mark, but a late flourish from the hosts saw victory go to the Australians with a score of 38-34.

The tour concluded with a meal at Coogee Bay, and on reflection, playing three games in such a short period of time after a long haul flight was a huge challenge for the Corps.

The team also achieved a first – being voted 'the greatest sports team we've ever hosted' by the crew of their Quantas flight. Their prize? Three bottles of Champagne and some iPhone goodies.

Fit for new campaign

POR Vale FC trained at HMS Raleigh to ensure their players were match-fit for the new football season.

The League One side used the sports pitches at the base in Torpoint and made use of HMS Raleigh's gym and swimming pool during the sessions led by their own coaching staff.

Additionally the 24-man squad were given an insight into the role of HMS Raleigh and the diverse range of training carried out at the base.

Hot on ice

THE Royal Navy Ice Hockey Association recently played the team from RAF Cosford in the annual Armed Forces Day ice hockey fixture at Gosport rink.

The teams raised in excess of £300.00 for the RNRM.

The RN Destroyers won the match 10-6.

Quest for medals at Invictus Games

FIVE months ago Alistair Pingram tried his hand at wheelchair basketball. He took to it rather well and is this month representing Great Britain at the Invictus Games.

The former Navy man is one of 31 veteran or serving Royal Navy and Royal Marines in the 130-strong British Armed Forces team.

"It's absolutely amazing and life-changing," said Alistair, who plays in the guard position.

"I never thought I'd play sport again but to play and in a military environment is great, the camaraderie is wonderful."

Alistair, 38, from North Wales, has been training hard with the squad, including sessions in Texas with the US Air Force.

"I've worked really hard and I've lost two stone in weight, which is great," he said. He became disabled after an accident while playing hockey and was later medically discharged from the RN.

Alistair, who will be cheered on by his parents, wife and children, is joined in the squad by RN Servicewoman Kirsty Wallace.

The British team also includes Royal Marine Luke Darlington, from Hereford, who will compete in the swimming and cycling events.

Nearly 60 per cent of the team are veterans, with the remainder still serving members of the Armed Forces.

It is the biggest British military sports team ever assembled from wounded, injured or sick Servicemen and women.

The games are a Paralympic-style sporting competition for wounded Servicemen and women launched by Prince Harry earlier this year. More than 400 competitors from 14 nations will be competing.

Supported by Help for Heroes and the Ministry of Defence, the final British team was selected on criteria such as their commitment to training, performance, progression in their sport and feedback from the Help for Heroes Sports Recovery coaches.

After a three-month training



● Above: Alistair Pingram with Paralympian Ade Adepitinan
● Left: Alistair, far right, with British team members and Prince Harry
● Below: Alistair shoots a hoop during the training camp in Texas

and trial period, where competitors undertook events such as archery, athletics, wheelchair basketball and rugby, cycling, powerlifting, indoor rowing and swimming, the efforts of the 130 paid off.

Also taking part are the following serving Navy personnel: Matthew Barlow, Liam Bentley, Alexander Brewer, John-James Chalmers, Christopher Hayes, Joshua Heyes, Fergus Hurst, Anna Kelton, Robert Lewis, Ray Lowrie, Mickaela Richards, Stephen Richards, Andrew Rijckmans, Tom Sharpe, Sam Stocks, Spencer Vaughan, Paul Vice, Ben Wagon and Matthew Webb.

Also in the team are the following RN veterans: Christopher Brogan, Adam Clark, Jonathan Flint, Andrew Grant, Donald Maclean, Angela Mason-Matthews, Joseph Townsend, Paul Thwaites and Trevor Varnalls.

The games, which run from September 10 to 14, take place in the Queen Elizabeth Olympic Park. The closing ceremony will feature acts including Foo Fighters, Kaiser Chiefs, Ellie Goulding, Ryan Adams and Military Wives Choirs. Tickets for the closing ceremony have sold out but there are tickets available for the sporting events.

Visit www.invictusgames.org



Get your skates (or skis) on for Tignes

THE 2015 Royal Navy Winter Sports Association Alpine Championships are looming – at least in terms of making bookings.

For information visit the RNWSA website – https://pdeportal.co.uk/sports/winter_sports

Look out for the relevant DIN which will be released shortly and made available in the publications area of the website.

Also linked there is BR9471, the official guide and instructions to the Alpine Championships.

The Championships will take

place in Tignes, France between January 10-24. Skiers and snowboarders are welcome to attend either of the weeks or the whole fortnight.

There will be instruction available during both weeks for all standards of skiers and boarders.

For the more serious racers, the Championships take place a few weeks before the Inter-Services competition and it's in Tignes that the RN ski and snowboard team captains will finalise their squads.

One of the best ways to attend

the Championships is as part of a unit team. A team can be made up of as few as three people, although having a couple of replacements would be useful.

Getting a unit team to the Champs usually relies on someone taking the lead with the organising, and anyone that likes the idea should look out for the marketing tour that the RNWSA's travel partner, Events Travel Company (ETC), will be running at various RN and RM bases in September. ETC can also be contacted on 0208 246 6820 or via email at info@eventtravelcompany.com

Snowboard team manager POPT Lucy McKenna said: "The RN has huge potential to go from strength to strength. There is already an air of hunger in the squad, with everyone eager to get back to the mountains to build on this season's performance."

Join the [Snowboardnavy](#) Facebook page or contact the Snowboard Discipline Manager Major Kenny Craig at: https://pdeportal.co.uk/sports/winter_sports/contact_us or POPT McKenna at Lucy.mckenna696@mod.uk

Sharks devour foes

THE Navy Sharks devoured their way through the BaBaas, Fish, Zebra and Shrimps to meet the Godfathers in the semi-finals of the North Dorset Rugby Sevens.

Their deserved victory earned the Sharks their first final of the summer against Bryanston Old Boys.

With only one tournament left the Sharks will travel to Harpenden in good form and spirits. It will be the only time this year that the three Service Sevens teams are at the same tournament before the more traditional rivalry of the 15-a-side season resumes.

The Sharks opened the North Dorset Sevens tournament against the Preseli BaBaas and ensured a win in the first half.

Unfortunately #TeamFish were unable to provide a stern test. After a minute or so of early sparring the Sharks scored two clinical tries.

With the final pool match against Bloxham Zebras the Sharks were in pole position to top their group, which they did with a 26-0 victory.

The quarter-final draw pitted the Sharks against the Shrimps, who proved no match as the Sharks won 40-0.

Next up in the semi-final was the co-favourites the Godfathers but the Sharks were too strong, winning 26-5 to go through to the final against Bryanston Old Boys.

Six unforced errors in the first half gifted Bryanston three tries and a 15-0 half time lead.

Worse was to follow as at the restart the Navy Sharks captain, Manoa Satala, miss-timed his tackle and was despatched for two minutes to the sin bin.

Immediately after being reduced to six players the Sharks were on the scoreboard. The Sharks kept the pressure up and Toots Vakalukali gave the Sharks the lead – and the overall title.

Courting players

THE first Inter-Regional Netball Competition for some time was held as part of the RNA's five-year plan to increase participation in the sport.

Held at HMS Drake over two days, three teams battled for the title. The first match saw the East lose 27-42 to the North/Fleet/FAA. Match two saw West beat East 22-57.

The last game saw West take the title with a 32-15 victory over North/Fleet/FAA.

Rear-Admiral Ben Key attended the final and presented an award to the player of the competition, S/Lt Alison Ross.

■ RN players AB Megan Bailey, AB Jordan Ayton and LPT Emma Phillips were selected to play with the Combined Services Netball and were victors at the World Corporate Games.

Top award for Jumper

THE Football Association awarded Ernest 'Jumper' Collins a 50-year Continuous Service Medal and certificate for his work with the Royal Navy Football Association.

Jumper, who qualified as a referee in Singapore in 1963, has been a stalwart of all Royal Navy football tournaments, both as a referee and an assessor.

Anyone interested in becoming a referee should visit the RNFA website at www.royalnavyfa.com/referees